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CYCLE NEWS®

WEST

Volume XVI : Number 49 : December 19, 1979

75¢

First test!

Transformed Mega-Form 440 Maico

Fish fries Women's TV MX

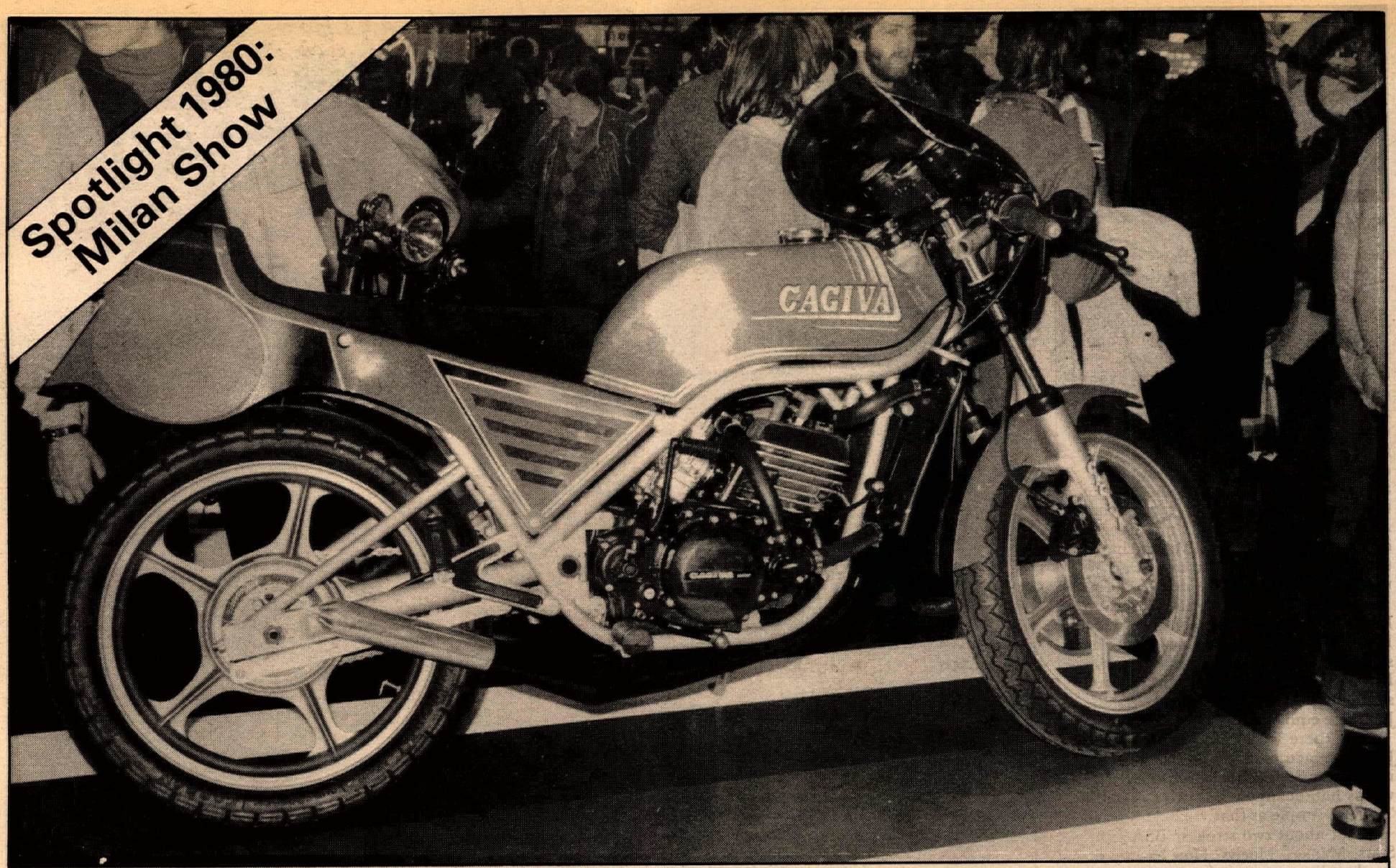
Utter Schreiberization in SoCal

Santa's little helper helps you decide

Season's Greetings

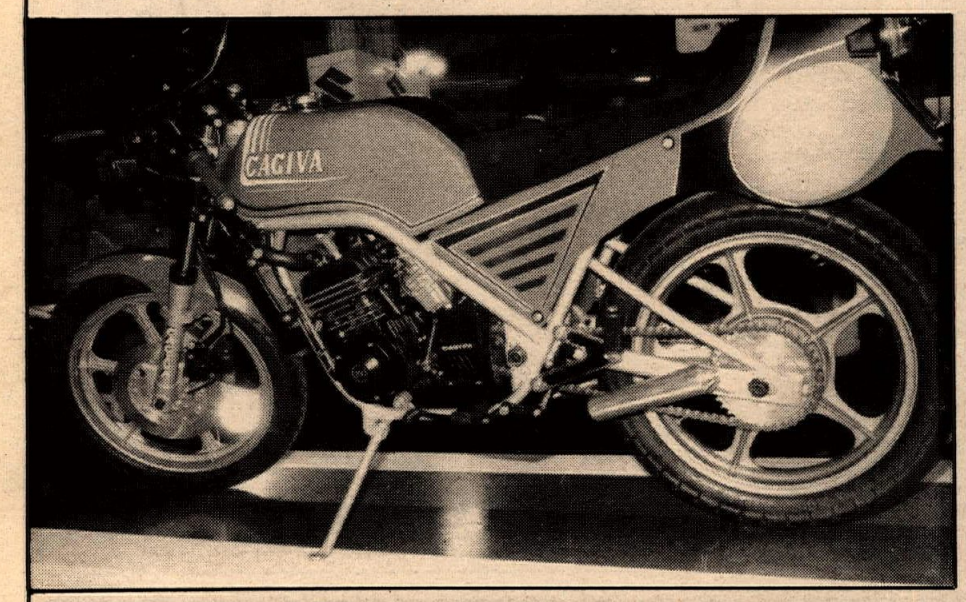
NEWSPAPER

Spotlight 1980: Milan Show

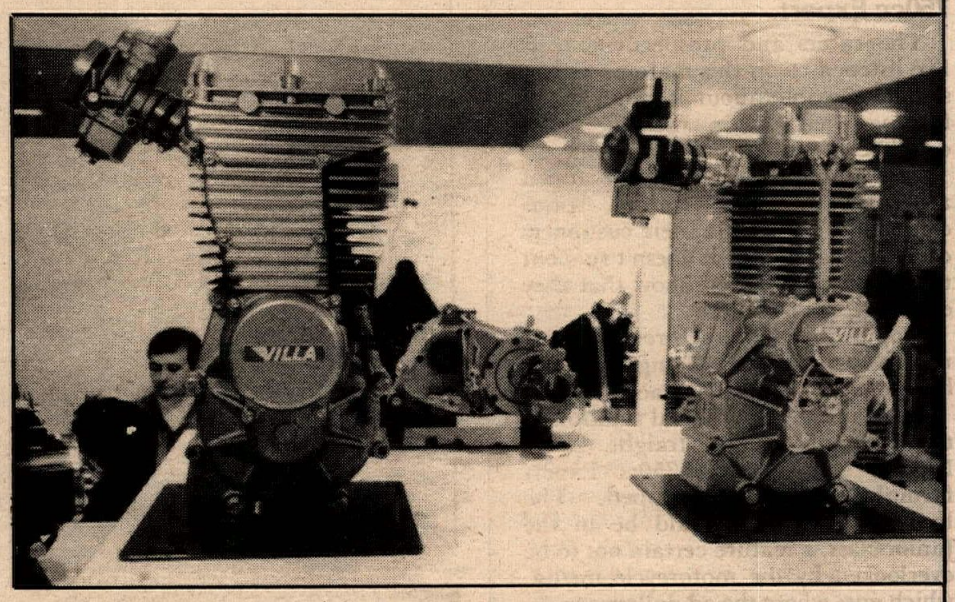


It only happens every other year and when it does, the Milan Show produces items like this 250cc Cagiva. Based on the H-D as raced by Walter Villa three years ago, the TTDS 250 features a watercooled two-stroke twin motor, cantilever monoshock rear suspension and twin discs up front.

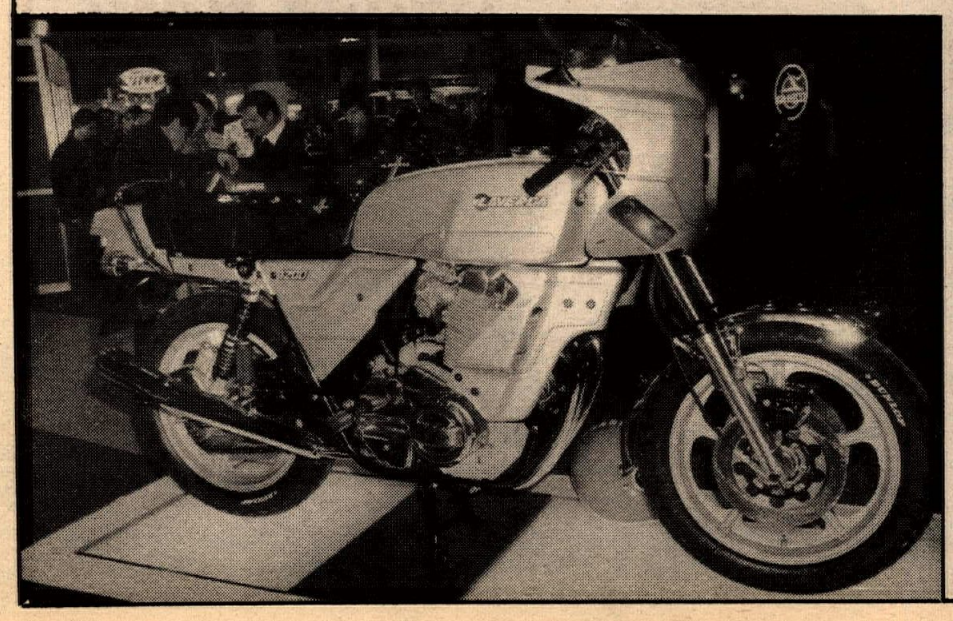
Another look at the Cagiva TTDS 250. Cagiva director Luigi Giacometti claims the bike will do 120 mph.



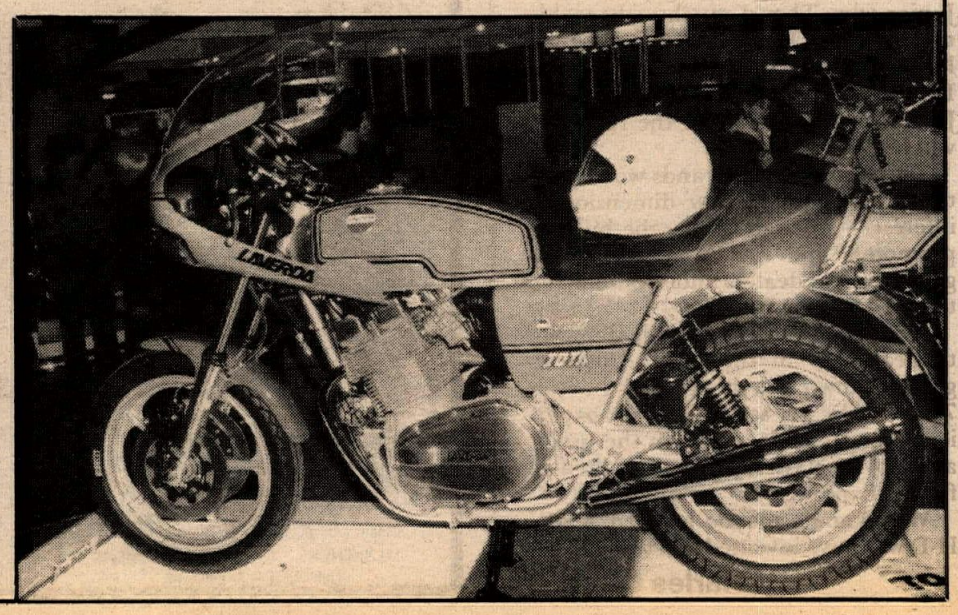
Villa exhibited their new DOHC speedway motor that features a four-valve head. It's seen here with their pushrod engine.



New from Laverda is the 1200 TS - a fairing equipped version featuring adjustable Marzocchi rear gas shocks.



The 1980 Laverda Jota also features Marzocchi adjustable shocks and has a redesigned cylinder head.



Guest Editorial

(Continued from page 4)

oval racing today, you have to have two things: Harley and Davidson.

This would be okay if you could just putt down to your Harley dealer and pick your racer off the showroom floor. But the supply is limited, the demand is high, and the factory, your chief competitor, naturally keeps all the best stuff for itself. Yet Dick O'Brien tells me they sell four out of five of their new racebikes to Junior class customers. They don't want to see a straight 500cc Junior rule because of that market. There is a rumor that AMF, which owns H-D, might even decide to drop out of AMA racing if the option was having to invent a new racebike to conform to a new formula.

Honda, Yamaha, Suzuki, and Kawasaki have all but shunned U.S. Pro ovals, possibly because of the shady reputation enjoyed by their own homegrown, parimutuel dirt tracks, said to be controlled by yakuzi, the Japanese equivalent of our mafia.

Now there is talk that one or more Japanese factory might go flat tracking if the rules were right: Unlimited 500s versus handicapped 750 twins. Would 'twere as simple as that.

What about two strokes? BSA Gold Stars, Manxes, Maelys? How exactly do you handicap a motor just enough and not too much or too little? Then, of course, you'll have to change the handicap formula when the 500s begin to dominate . . . it isn't fair.

250cc Novice, 500cc Junior, 750cc Expert

The racers and prospective racers I've listened to on this matter are reasonably flexible about it. Many have fortunes tied up in racebikes that could be obsoleted by new rules.

The promoters welcome the added attraction of new factory teams competing on brands their customers can cheer, as long as it doesn't rule out the thundering Expert show that they enjoy presenting now.

Mainly the manufacturers or their racing managers are being the most hardnosed about the flat track formula.

The fairest, most logical solution to the dilemma is a straight 250cc Novice, 500cc Junior, 750cc Expert formula — unhandicapped. The brand competition would be in the Junior class, a feature certain not to be overlooked by the motorcycle media, which goes where the ad dollars are.

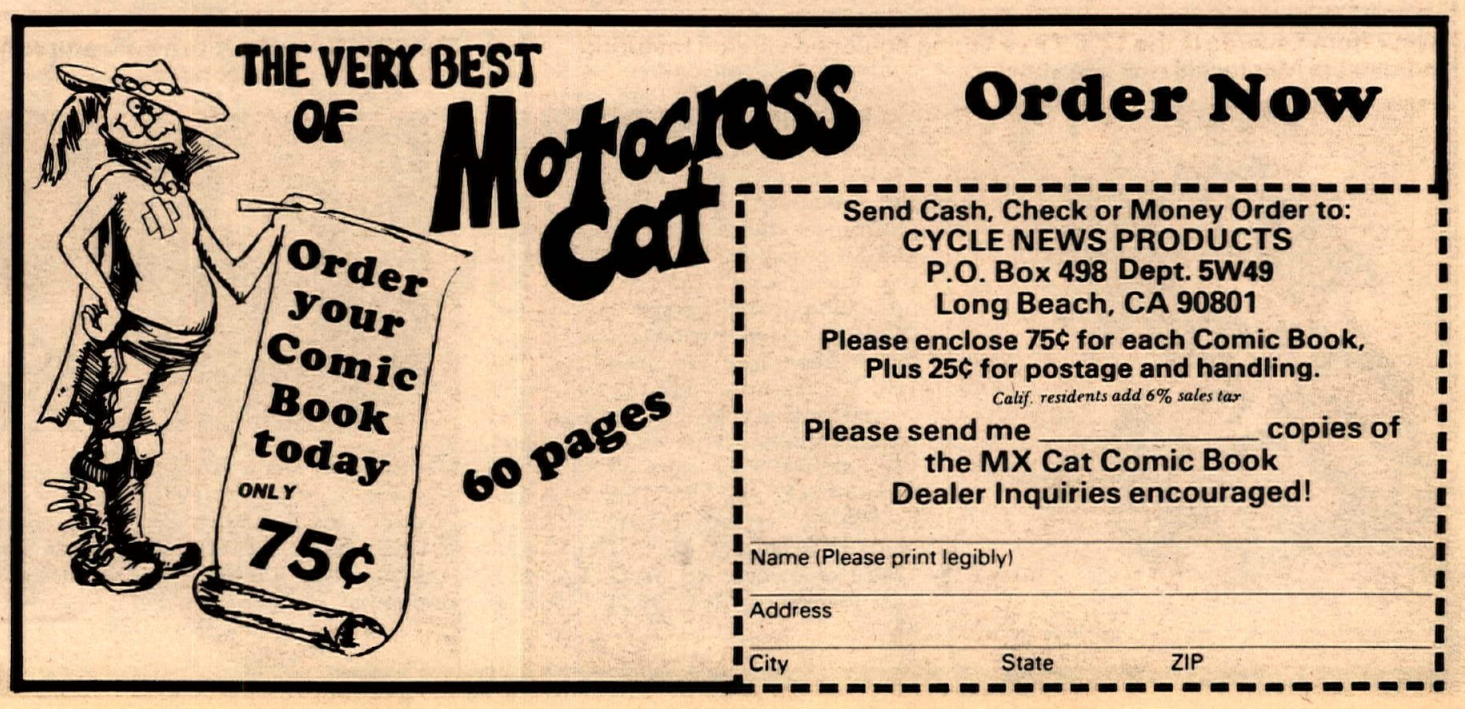
The officers of Honda, *et. al.* don't believe in the advertising power of a Junior win. They'd much rather whip the big, bad Harley twins with their little, nice 500cc singles or whatever. I've got news for them: The 500cc Junior victories is where the real sales will be. Trust me.

This battle of the brands would give the Junior show a new dimension of interest — enough to pay the bills for promoters and involve a whole new generation of dealers and sponsors and talented Juniors.

If the big Japanese firms really want to beat H-D in the most American game in town, let them build a better 750. Or else get some flattrack experience for a season or two in the Junior and Novice classes, Japan, and then go for the Expert glory.

Who knows, maybe by then AMF/H-D will have invented a better 500.

Charles Clayton



Santa's little helper

Gift suggestions to suit the needs and fancies of the motorcyclists on your Christmas shopping list.

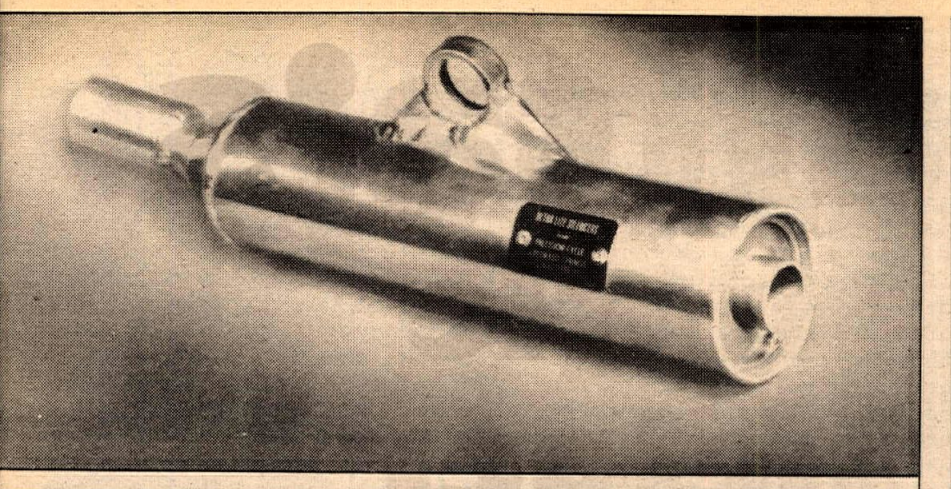
If the winter weather in your neck of the woods hasn't driven the thermometer's mercury into subterrainian hiding, a lightweight windbreaker from Yamaha might be just the Christmas ticket. Made of nylon, the windbreaker is available in three color combinations: red with black trim, blue with white trim, and black with yellow trim. Elastic sides, stand up collar and a zippered pocket make the jacket both practical and good looking. Available only at your friendly Yamaha dealer.

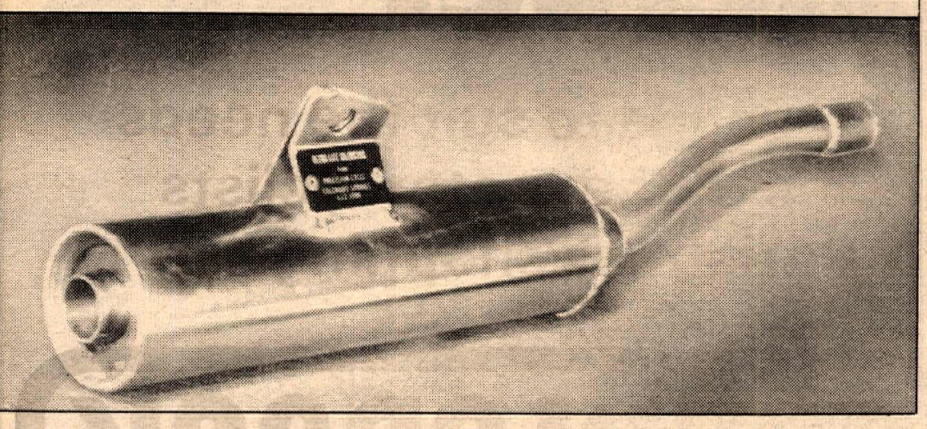
National Hydron, those wonderful folks behind MXL, are proud to announce the model 790BY glove. Beautifully styled and detailed, the 790BY features soft, genuine leather throughout. A lightly padded palm, reinforced thumb and index finger and generous, streamlined padding on the back and fingers give real protection and wear resistance. Double overlock nylon/cotton stitching further insures durability. The 790BY features MXL's exclusive curved grip to give just the right feel on the handlebars. Available in black with yellow trim, and in sizes XS through XL, the 790BY gloves retail for $34.95. See your dealer, or contact National Hydron, Inc., Dept. CN, 1764 Roherstown Rd., P.O. Box 222, East Petersburg, PA 17520, 717/569-8711.

SADDLEBACK PARK
MOTOR PLAYGROUND

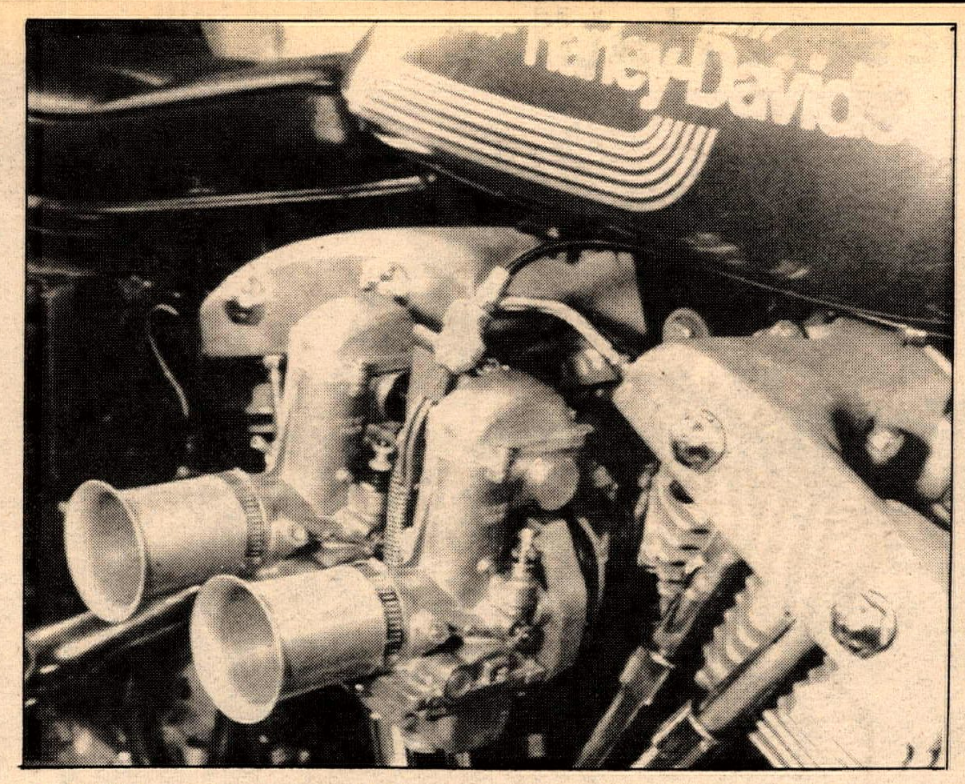
What better gift to get than a whole year of free riding? If you live in the southern California area, Saddleback Park is offering an annual pass for $150. That entitles the holder of the pass to unlimited use of the park for one year from date of purchase. The pass, which is non-transferable, is ideal for the racer who has to practice at least once a week since it averages out to about $2.75 per week. Interested parties should contact the Saddleback Park office, Dept. CN, P.O. Box 2455, Orange, CA 92669, 714/558-1584. The Saddleback Park Annual Pass is available until Dec. 31, 1979.

Instead of some fancy-Dan suit that's going to be used maybe twice a year, give the motocrosser on your Christmas list a set of Hi-Point nylon MX pants. They're available in eight popular models: Hi-Point, Suzuki, Yamaha, Honda, Kawasaki, Maico, Husky and KTM, and they feature the team colors with the name or logo on the legs. Sizes run from 26 to 42. Hi-Point can also custom make MX pants in all-nylon or nylon/leather, including kids' sizes, and offers custom lettering on legs or butt. Check out the new Hi-Point MX pants at your Hi-Point Racing Products dealer, or contact Hi-Point Racing Products, Dept. CN, 9604 Oates Dr., Sacramento, CA 95827.





Lighten up your scoot for Christmas, and ride in the company of a dentist and a wildman at the same time! Ulta Lite silencers are used by such celebrities as Team Maico riders Dr. Gerrit Wolsink and Danny "Magoo" Chandler, and they give your bike a "works" look and a weight savings of approximately two pounds. All Ultra Lite silencers are made of aircraft-grade aluminum, are handcrafted, and use stock mounting hardware. They're available for most motocrossers. For more info, contact Precision Cycle Center, Dept. CN, 1531 Arch St., Colorado Springs, CO 80904, phone 303/632-5980.



Harley-Davidson Sportster owners, as well as Shovelhead, Knucklehead and Panhead owners, can breathe a lot more easily — actually, their bikes can — with a pair of 29mm Mikuni smoothbore carbs from Sudco. These lightweight aluminum-bodied carburetors provide the maximum in all-out performance without losing any of the low end and idling smoothness. The smoothbores cut down the turbulance in the bore throat for better, smoother air flow and have an idle circuit to provide increased mileage and instant response throughout the powerband. This simple bolt-on kit provides over 12% more power to the Harley, and requires no more than a wrench. Suggested retail is $250. For more information, write Sudco International Corp., Dept. CN, Attn: John Linden, V.P., 1824 East 22nd St., Los Angeles, CA 90058.

es, that is Mert Lawwill hisself anding in the picture, and yes, we ealize there's no engine in the frame. 's Mert's new bicycle, named the Pro ruiser, a lightweight 34-pound achine with a chromoly frame. lotorcycle handlebar and controls ompliment the Chimano components. lert says, "You can ride the Pro ruiser to the market or compete in bicycle motocross. We feel this is the strongest, lightest and most versatile bicycle on the market today. Every inch of the Pro Cruiser has been designed for handling, lightness and durability." The Pro Cruiser retails for $489, and dealer inquiries are invited. Contact Lawwill-Knight Ltd., Dept. CN, 25153 O'Neil Ave., Hayward, CA 94544, 415/582-1388.

Softer than a baby's butt, more powerful than a drag bike, able to leap tall sissy bars in a single bound, it's Superperson. No, actually it's the saddlebags this young lady is holding Produced by The Leatherworks, the bags are made from high quality soft glove leather in midnight black or antique brown. They feature four separate compartments and enough room to pack all your necessities. See your dealer who carries The Leatherworks accessory line.

Desert Hotline

(Above) Mike Sixbery led all the way to win the CRC Reindeer hare scrambles. (Below) The Lucerne desert claims another victim.

Sixbery sizzles at CRC Reindeer HS

By Terry Rezek

LUCERNE VALLEY, CA, DEC. 2

Lucerne Valley fought back for a year of hard use by bringing up its most formidable weapons — dust and rocks. The start line was on the northern edge of Anderson Dry Lake. The dust stirred by the start line traffice was trapped by the cool, still morning air and hung over the valley like bad breath at a cocktail party. Vehicle after vehicle slid into the brown miasma that groped now in the direction of the course. This race would be very, very dusty.

From the start, the course went directly east through some fast, fun rollers and under the powerline. The rock-strewn pass through the mountains was looming fast and, just as your attention was diverted to looking at them, whooomp! the ground disappeared. One of Lucerne's little surprises, a one-sided wash with a four foot ledge. More than one rider was tossed off by this little drop in awareness. Acrobatic Award of the day goes to Rick Jones, who blithely sailed off the edge, hit the whoops that followed, and proceeded to do a 50-yard *pas de deux* with his bike, during which he performed not less than five flawless "Flying W's." The judges only gave him a 9.8 because he did not actually crash. He looked like a Russian dancer with a case of Rasputin's Revenge.

The start of the Expert/Amateur affair raised a dust devil that asphyxiated three turkey buzzards and didn't settle until Tuesday. Out of the dust came a hearty "Hi Yo, Yamaha!" and Sizzlin' Six came shooting by, pursued by High Speed Gary. Almost even with Mike Sixbery and Gary Mulconery was Rick Jones — at least until he went into his song and dance I mentioned earlier. That slowed Jones a bit and left Mulconery and Sixbery to elbow it out for the top spot. In the position jockeying that went on in the rocks, Mulconery was the loser, getting off in a bad way. He came out of it alright, but his bike was through for the day, leaving Sixbery unchallenged for the lead. It also removed one of the contenders in the "Battle of the Superfriends." Gary and Mike Mulconery, Gary Davies and Scott Smith, all of High Speed Bail, and Heath Hibbard of Clean Sweep are all close friends and are the top riders in CRC. Today's race would determine the #1 plate for 1980. Davies was unable to ride today, Gary Mulconery was out with a broken bike and the battle resolved itself to Mike Mulconery and Heath Hibbard who were closest in points. Ironically, both got mediocre starts and came through the powerline dropoff well back in the pack.

At the end of the first lap, Mike Sixbery came sizzlin' through with a two minute lead over second place which turned out to be Rick Jones, having survived his exciting start. Ed Mundy had firm control of third at this point and was staying about a minute ahead of Mike Mulconery, who had fought his way up to fifth. Close behind Mulconery was Doug Beisner, who was now sixth overall and second 250cc. Sixbery's Zuber tuned Yamaha was easily five minutes ahead. Scott Smith had gassed his well-prepared Dick Allen Yamaha into eighth with the first lightweight of Bill Mattox only seconds behind. Heath Hibbard was having problems back in the pack and, unless he could make a spectacular charge, Mike Mulconery would take the #1 plate.

The gremlins continued to follow Hibbard and he could not move up substantially in the second lap. In fact, the only major change occurred when Beisner got by both Mundy and Mulconery to take third. He also got the points for first 250cc since Sixbery was riding as a pie-plate entry and does not earn points. The final order then became Sixbery, Jones, Beisner, Mundy, Mulconery, Smith, and Mattox. The #1 250cc plate as well as the one for the Senior class had been decided some time ago. It was another family affair. Larry Upp and son, Kenny, had their 1980 numbers well in hand but raced today anyway. Larry added to his point total but it was a good thing that Kenny didn't need any more points. His bike seized on the powder slopes leading to the farthest point of the course. A rather anticlimactic finish to an otherwise great year.

I missed the start of the Beginners class but caught Steve Clugston coming through as first Beginner at the end of the first lap. At the end again it was Ray Zylstra for another win. Is it possible that Zylstra will not ride in 1980 as a Beginner? First woman almost was Helene Bernbaum but in the two miles between here and the finish, she threw a chain and Sherri Merrill, who had been dogging Bernbaum, grabbed the opportunity to slip by and finish just ahead of Bernbaum to take the first woman spot. Amazing what a little publicity can do!

And so the 1979 desert schedule comes to a close. In this year, I've had the opportunity to work with some fine people, some of whom I hope call me friend. I have always thought of the desert racing community as an extended family and it seems to be even more appropriate at the Christmas season. I don't yet know what I'll be doing in 1980, but there is a strong possibility that I will not be reporting desert races. Whatever happens, I want to leave you all this thought: May Peace and Joy ride with you this season and accompany you past all the far horizons of the New Year.

Results

OPEN EX: 1. Rick Jones (Yam); 2. Ed Mundy; 3. Mike Mulconery (Hus); 4. Mike Martin; 5. Heath Hibbard.
OPEN AM: 1. Scott Smith (Yam); 2. Rod Hawkins; 3. Ken Hansing.
OPEN BEG: 1. Ray Zylstra; 2. Jeff Greene.
250 EX: 1. Mike Sixberry; 2. Doug Beisner; 3. Ken Hil; 4. R. Vaugh.
250 AM: 1. Ron Jordan; 2. Bryan Clark.
250 NOV: 1. Troy Moore.
250 BEG: 1. A. Diaz; 2. Jim Meng.
200 EX: 1. Donnie Morrison.
200 AM: 1. Bill Mattox; 2. Kevin Case.
200 NOV: 1. S. Parson; 2. Kent Worley; 3. J. Barker.
200 BEG: 1. Barry Crawford; 2. Jack Fedrich.
JR/SR (30-40 YRS): 1. Jan Morrison (Am); 2. Danny Drew (Nov); 3. G. Cox (Am); 4. Leon Price (Ex).
SR (OVER 40 YRS): 1. Red Sanders (Ex); 2. Larry Upp (Ex); 3. Lynn Garton (Ex); 4. Jon Rogers (Nov).
WOMEN: 1. Sherri Merrill; 2. Helen Bernbaum.

Walters triumphs at D-37 Last Chance Enduro

By Mike Adams

RANDSBURG, CA, DEC. 1-2

The last AMA D-37 enduro of the decade was won by Tracy Walters on his KDX Kawasaki with a score of 0:34 over Husky-mounted A.C. Bakken's 0:43. Returning after a two-year absence, the California Enduro Association's Last Chance Enduro was a two-day, 220-mile, well-organized and accurate affair with reasonable speed averages. As is usually the case with season-ending events, the coveted number one plate was on the line in most classes.

The first loop Saturday left the Goler Road camp area heading towards a gas stop at Charlie's Place by way of the Summit Range "sand hills" where blinding dust turned some relatively easy hills into small bottlenecks when riders couldn't see well enough to get a run at the hills. Those hoping to buy a beverage at Charlie's to wash down the dust were disappointed to hear that Charlie's had gone out of business.

The return trip to camp ran west of Trona Road where the outcome of the enduro was decided for many. A rocky 24 mph trail had nearly everyone pressing to stay on time and, with dust obscuring some poorly-placed turn markers, more than one rider missed a critical turn just before the tie-breaker check. Kolbe Can-Am-sponsored Pete Smith's hopes for number one in Senior class were shattered when he got lost here and dropped 20 points. Pete came to the Last Chance with a narrow lead over Wheelsmith's Harry Keast (mai) in the Senior standings. Although Keast got off the course at the same place he quickly recovered, dropping only two points which was

good for the class win and the number one Senior plate in 1980.

Factory AA rider Rick Munyon (Hon) dropped his only point by getting lost here as did 1979 number one Open rider Ken Lewis, Jr. on his DMG Maico. Jay Tullis (Hon) had already wrapped up the 200cc class honors for the year so he brought out an XR500 thumper to ride a bike with horsepower to match his body. Other than briefly getting lost Jay did quite well on the big XR and is considering riding it in the Open class next year.

Back to Goler Road was as far as the C riders would go each day but the A's and B's continued on for a trip around Government Peak in the Rand Mountains.

The third loop featured some challenging terrain but the speed averages were fairly sedate and most A riders were able to stay on time. One exception was AA rider Mike Godfrey (Mai) who mired himself while trying to pass on a rocky hill and dropped two points at the next check. Doug Tullis' (Hon) chances for number one in the 125cc class ended when he lost a masterlink a few miles before the finish Saturday. With the limited participation in the 125cc class Doug's competition, Jerry "Countdown" Counts, only needed to finish to get enough points to take the year's 125cc honors and Jerry was dancing on the seat of his Can-Am when it crossed the finish line Sunday. Pat Lehman also got the finish she needed to take the Women's title for the year.

Saturday's trails were re-run Sunday in the opposite direction with a few of Saturday's steep downhills being by-passed. The only thing missing was a check-in/check-out special test section to make the racers happy. Garner Palenske suffered a real heartbreaker when he appeared to have zeroed the enduro but engine problems five miles from the finish dropped him out of the running however his brother Grant finished well enough on his DMG Maico to take the top spot in the Open class for the year. KTM-mounted Randy Liebig's zero score was good for third overall, first for the day in the 250cc class, and earned him enough points to move past Dan McKinney into the number two spot in the 250cc standings. Number one in the 250cc class had already been wrapped up by Wheelsmith Maico-mounted Mike Adams for the third consecutive year.

The fact that two former desert racers took the top spots in the final AMA District 37 enduro of the 1970s points out how much enduros have changed over the past decade. Ten years ago winners rode DT1s and kept time with pocket watches, but today factory-sponsored riders with prototype machinery and digital electronic clocks are the standard. Quite an improvement. Or is it? ●

Results

OPEN A: 1. Tracy Walters (Kaw); 2. A.C. Bakken (Hus); 3. Jay Tullis (Hon).
250 A: 1. Randy Liebig (KTM); 2. Mike Adams (Mai); 3. Rick Munyon (Hon).
200 A: 1. Gerry Urban (Suz); 2. Ron Woods (Yam); 3. Jerry Bailey (Yam).
125A: 1. Jerry Counts (C-A); 2. Doug Tullis (Hon).
SR. A: 1. Scarry Beast (Mai); 2. Snide Dickson (Hus); 3. Kurt Horst (Hus).
OPEN B: 1. Dick Steffan (Mai); 2. Dave Keith (Yam); 3. Jim Watson (Hus).
250 B: 1. Rick Wallace; 2. Pete Hughes (Hus); 3. Roger Gauvin (C-A).
200 B: 1. Scott Crawford (yam); 2. Ken Vandenberg (Suz); 3. Bret Leef (Yam).
SR. B: 1. Don Merritt; 2. Tom Estep (Yam); 3. Don Bilsbarrow (Hus).
WOMEN B: 1. Candy Hand.
OPEN C: 1. Dick Lord (yam); 2. Tim Williams (yam); 3. Jim Edmondson (Mai).
250 C: 1. Don Wilhelm (Suz); 2. James Bortree (yam).
200 C: 1. Kevin Stool (Suz); 2. Tom Wilhelm (Yam); 3. Mike Heyne (Yam).
125 C: 1. Russell Heck (Hus).
SR. C: 1. Dick Snide Thomas (Hus); 2. Ted Scott (Suz).
WOMEN C: 1. Pam Lehman (Hus).
SUNDAY ONLY: 1. Tom Webb (C-A).

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(Above) Alan Smith (22) and Lee Ramage go for the CMC Open Pro win. (Below) Scott Gillman (19) won a moto, but Dave Taylor (32) won the war.

Greg Zitterkopf (36) goes for the DeAnza 250cc Pro win.

Johnson, Gillman, Smith take CMC Saddleback MX

By Mike Klinger

ORANGE, CA, DEC. 2

January 5-6 is the opening of the Golden States Series at Saddleback Park. Over 200 riders converged on Saddleback's track this past Sunday to open up the 1980 points season and prepare for the "Big Bucks" Golden States Series. CMC's new number three rider for 1980, Rick Johnson, outlasted 25 other 125cc Pros to win his class. Scott Gillman turned in a perfect day by winning both motos of the 250cc Pros and CMC's number one in the Open class, Alan Smith, also scored a perfect day as he ran away with the Open motos.

Scott Burnworth (Suz) is on a fast come-back trail after his bad crash months back. Burnworth, David Gerig (Suz), Rick Johnson (Yam) and Bob Sullivan (R&D) were first to crest the hill off the starting gate in the 125cc Pros. By the completion of lap one, Burnworth and Gerig began to pull the rest of the field. Johnson began to settle down and eyed the first and second riders. On lap six, Johnson moved into second place and started to make a run after the fleeing Burnworth. Back in third and fourth places, Gerig and Sullivan began to really put on a show. Gerig stayed ahead of Sullivan for several laps but Sullivan slid inside of Gerig to take over third place. The race was on for the lead. Burnworth and Johnson had opened up a remarkable lead over the rest of the field. With the pressure of the moto win being up for grabs, Johnson made a slight mistake and bailed. He quickly restarted and did not lose a position. Burnworth won easily, and Johnson was second ahead of Sullivan and Gerig.

In moto two, Burnworth, Johnson and Mike Tripes (Suz) made the tracks to the first turn ahead of the field. Johnson quickly took the lead until he and Tripes met at Webco Hill where Tripes momentarily took the lead. On lap three, the Suzuki of Tripes had problems and he was forced to retire for the day. Johnson again had the lead. With Burnworth in pursuit of Johnson, the battle for third was not over. Chris Morey (Suz) had third position in his back pocket but a collision at the finish line between himself and Sullivan put both the riders out of the competition. So, everyone moved up two notches including Chappy Blose (Kaw) and Gerig. Johnson won the moto and his 2-1 score gave him the overall win. Burnworth was second with his 1-2 score, then came Gerig (4-4) and Sullivan.

When the 250cc Pros lined up, the show was bound to be between the 1980 Yamaha-mounted Scott Gillman or LOP rider David Taylor. Sure enough, into the first turn it was Gillman, Juan Benavidez (C-A), Taylor and Jim Tarantino (Suz). On lap four, after getting past Taylor for third, Tarantino had to leave the contest due to mechanical problems. This left Curt McCuistion (Kaw) in third and Andy Guth (Kaw) right behind. As the moto progressed, Taylor made his move on Benavidez. In the canyon, Taylor slipped inside and took over second place. With two laps remaining, Taylor was picking up ground on Gillman but it was not enough. Gillman won, Taylor was second only two seconds behind, then came McCusition and Paul Thede (Suz).

Moto two was the most exciting race we have seen in a long time. For 14 laps, five riders were at each other's throats and no less than a bike apart. Gillman would lead the entire moto with the next four places swapping almost on every lap. Tarantino ran a hard second place with Honda-mounted Scott Johnson in third and Taylor in fourth. Benavidiz was fifth. On lap 12, David Pettigrew (Mai) had bailed right in front of this hard charging traffic. Gillman almost centerpunched Pettigrew along with Taylor. Both riders smacked the lame Maico then double clutched their bikes and were on their way. With all the pressure, Taylor got off and lost two positions. The moto ended with Gillman winning his second moto, followed by Tarantino, Johnson and Taylor.

Maico-mounted Lee Ramage got the holeshot in the Open Pros with Val Tamietti (Mai), Steve Walker (Yam) and David Gerig (Suz) hot on his heels. Before the completion of lap one, Gerig, Walker and Tamietti crashed and picked up the rear. This left Alan Smith (Hus) in third chasing Bill Jewell (Mai). On lap three, Smith pulled up alongside of Ramage, muscled his way into the lead and was never threatened. Back in third and fourth, Gary Truesdill (TCW) was making his move on Ramage for third. Now in fifth and sixth respectively, Gerig and Tamietti, had pushed their individual contest from last to pressure the leaders. Smith went on to win easily, Jewell was second, and on the last lap, Truesdill elbowed his way into third ahead of Ramage.

Tamietti put the Maico power to the ground and got the holeshot in moto two. It did not take long for the Husky-mounted Smith to get into the lead and again run away with the show. This moto Truesdill stayed up with the leaders from the start. In third and fourth, Tamietti and Gerig battled for the third overall money. At the checkered flag, Smith had collected his second $25 check from Subaro Escondido for his moto wins as did the other Pro moto winners. Smith won overall with a 1-1 score, Truesdill was second overall with a 3-2, then Tamietti (6-3) and Gerig.

Results

MINI JR: 1. J. Owen (Suz); 2. P. Trievel (Suz); 3. D. Voyer (Suz).
MINI EX: 1. T. Meeks (Suz).
100cc JR: 1. H. Erler (Suz); 2. R. James (Yam); 3. C. Omectin (Yam).
100cc INT: 1. L. Daniel (Suz); 2. D. Crigler.
125cc JR: 1. T. Tetone; 2. D. Blain (Suz); 3. J. McDougal (Hon).
250 JR: 1. R. Plumb (Hon); 2. R. Hannah (Suz); 3. W. Lowe (Suz).
OPEN JR: 1. D. Pintar (Yam); 2. R. Biesel (Suz); 3. R. Guard (Hus).
125cc INT: 1. R. Cercle (Suz); 2. R. Tetherton (Esc); 3. R. Sands (Suz).
250cc INT: 1. D. Hammond (Hon); 2. T. Simmons (Suz); 3. T. Watanabe (Suz).
OPEN INT: 1. A. McClain (Mai); 2. K. Petrangelo (Ccm); 3. J. Grant (Mai).
125cc PRO: 1. R. Johnson (Yam); 2. S. Burnworth (Suz); 3. D. Gerig (Esc).
250cc PRO: 1. S. Gillman (Yam); 2. D. Taylor (Yam); 3. S. Johnson (Hon).
OPEN PRO: 1. A. Smith (Hus); 2. G. Truesdill (Tcw); 3. V. Tamietti (Mai).

DeAnza MX to Burtt

By Ron Lawson

SUNNYMEAD, CA, DEC. 2

Redlands Suzuki's Danny Burtt topped the DeAnza 250cc Pro class in spite of a strong performance by Crown Cycle rider Greg Zitterkopf (Mai).

At the start of moto one, Burtt was near the back of the pack while Craig

Mike Said and Eddie Michetti battle at DeAnza.

Gormley wheelied his Yamaha into the lead. A first lap bobble, however, put Gormley in second place behind Zitterkopf. Burtt, in the meantime, had passed several riders and was in sixth and moving up. On lap two he was in third where he stayed until Gormley fell in a turn and dropped back. From there on in Burtt tried to make up distance on Zitterkopf, but couldn't take over before the checkered flag came out.

In the next round it was Zitterkopf on top from the start with Gormley and Burtt not far behind. It was on lap five that Burtt passed Zitterkopf, who was having carburetor trouble, and took the lead. Zitterkopf dropped back to third place behind Gormley and then back to fourth when Eric MacCracken (Yam) passed him on the 10th lap. The final line-up went Burtt, Gormley, Zitterkopf, MacCracken and Keith Williamson (Yam).

DeAnza's Pee Wee class has been in full swing for over a year now and promoter Ed Michetti has been trying hard to attract the pint sized racers. It seems now that the Pee Wees are a permanent fixture at DeAnza with close to 20 of them going for it every week. Last Sunday in the class for 50cc bikes with automatic clutches it was Dustin Evans who led every lap of both motos. Bobby David took second in the first moto, but didn't start the next one, giving second overall to Joseph Lane. Chris Lowen's 4-3 score netted him third overall on top of David and Kim Robertson. All of the riders were mounted on Suzuki JR 50s except Evans, who was on an Ital-jet, and Lowen on a Honda.

Tim Galatato (Suz) traded wins with Darrell Serdinsky (Suz) in the class for 50cc bikes with manual clutches. Galatato took the overall victory while Serdinsky was second ahead of Allan Brehm (Yam) and Dale Elberts (Suz).

There is even a class for Pee Wee riders on full sized mini bikes and that class was taken by Tim Linehan (Yam) with a double win over Kim Robertson and Jeff Davis.

Results

PEE WEE 1: 1. Dustin Evans (Ita); 2. Joseph Lane (Suz); 3. Chris Lowen (Hon).

PEE WEE 3: 1. Tim Lineham (Yam); 2. Kim Robertson (Suz); 3. Jeff Davis (Suz).

MINI BEG: 1. Duayne Serdinsky (Suz); 2. Tony Linehan (Kaw); 3. Tom Combs (Suz).

MINI NOV: 1. Joe Rincon (Kaw); 2. Bob Swain (Yam); 3. Jimmy Palmer (Yam).

MINI INT: 1. Terry Knight (Suz); 2. Jason Rincon (Kaw); 3. Don Sigrist (Suz).

100 BEG: 1. Jimmy Pearson (Suz); 2. Dean Gluskoter (Suz); 3. Scott Sewell (Suz).

125 BEG: 1. Mark Reulman (Suz); 2. Toni Siracusa (Suz); 3. Steve Hostetler (Suz).

125 NOV: 1. Steve Braseny (Suz); 2. Sam Ramirez (Suz); 3. Robbie Lee (Suz).

125 EX: 1. Jerry Hensley (Suz); 2. Lloyd Hilton (Yam).

250 BEG: 1. Gary Steinhoefel (Hus); 2. Alan Garcia (Hon); 3. Butch Peick (PTX).

250 NOV: 1. Jimmy Hullett (Yam); 2. Dale Ream (Hon); 3. Mel Van Gilder (Hon).

(Continued to page 26)

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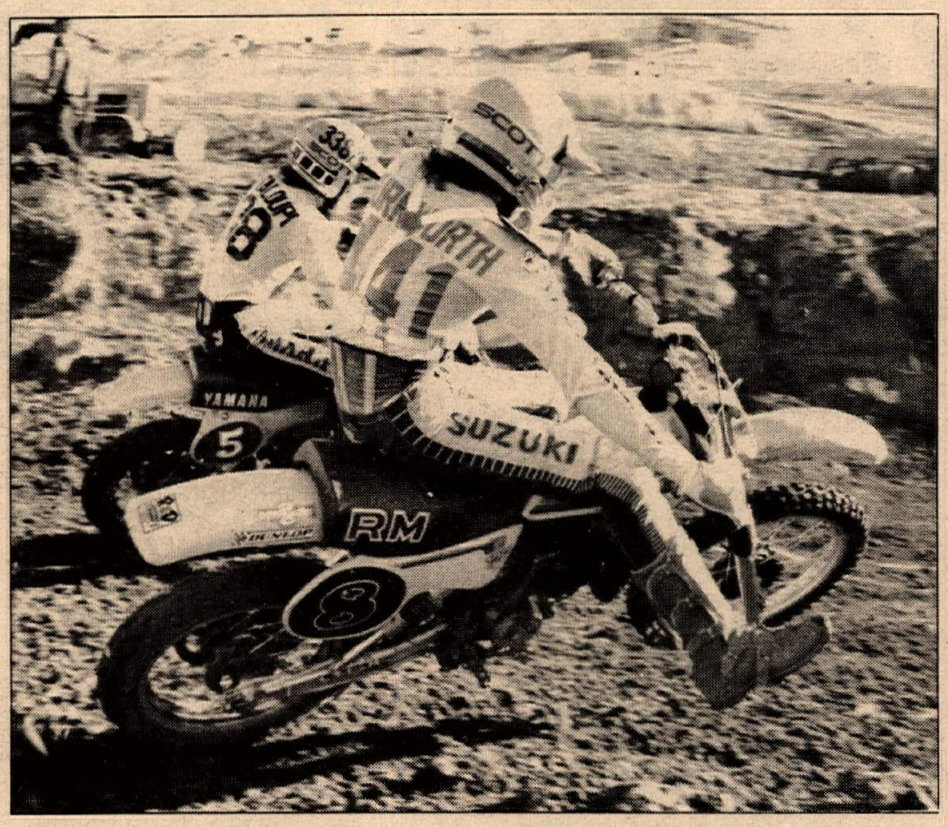

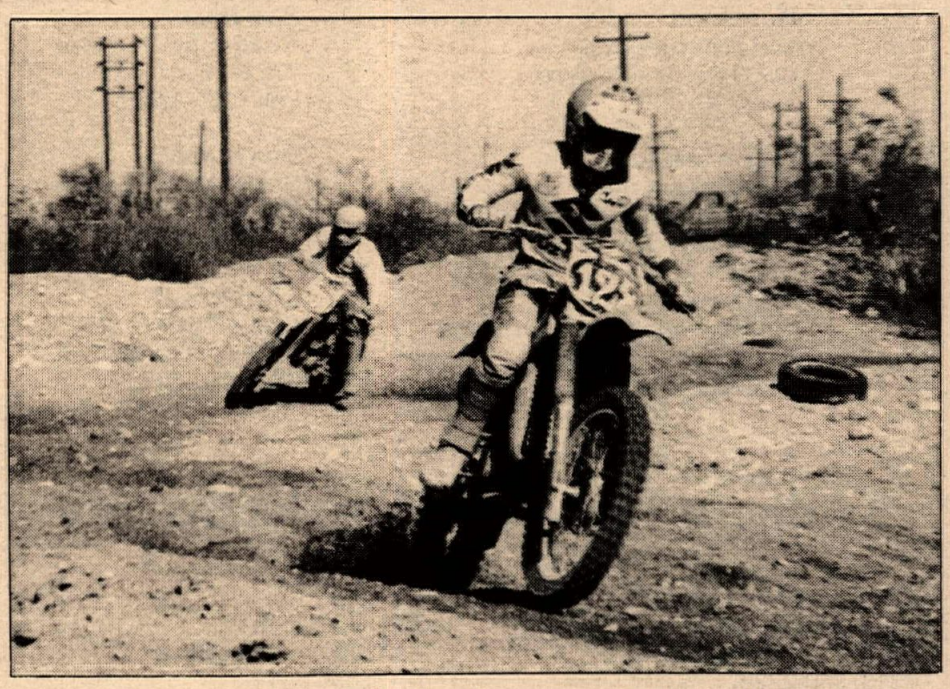

(Above) Scott Burnworth and Donnie Cantaloupi dice in SSM action.
(Below) Tibbs McCoullough (128) won the 125cc Pro class at Saguaro.

(Continued from page 23)

250 INT: 1. Duane Mapes (Mai); 2. Joe Licciardi (Hon); 3. Rick Anderson (Yam).
250 EX: 1. Danny Burtt (Suz); 2. Craig Gormley (Yam); 3. Greg Zitterkopf (Mai).
OPEN NOV: 1. Ron Weaver (Suz); 2. John Buxton (Hus); 3. Fred Requa (Yam).
OPEN INT: 1. Frank Said (Mai); 2. Jed Drummond (Mon); 3. Roland Wood (Suz).
OPEN EX: 1. Mike Said (Mai); 2. Jim Lowe (Hon); 3. Eddie Michetti (Mai).
VETS SR: 1. Ron Brehm (Yam); 2. Ed Michetti (Mai).
VETS BEG: 1. John Said (Mai); 2. Gary Livengood (Mai).
PEE WEE 2: 1. Tim Galatato (Suz); 2. Darrell Serdinsky (Suz); 3. Allan Brehm (Yam).

McCullough, King take Pros at Saguaro

By Nancy Keyes
Photo By Vicki Keyes

TUCSON, AZ, DEC. 2

Despite the chills of of the morning air, Tibbs McCullough led everyone to the first corner on his R&D Racing Engines Suzuki in the 125cc Pros. Eddie Wearden (Suz) held a close second until Tibbs slid out in the valley, giving Wearden his chance to take over first place, but not for long. Tibbs, passing Wearden over Sunshine Hill, regained first place and took a 15-second lead to the finish of moto one. Tibbs pulled the holeshot the second moto and held it to the finish with Wearden second and Roger McCluskey third.

David King pulled off a pair of wins in the 250cc and Open Pro classes. He grabbed the holeshot in the first moto of 250cc Pros followed by Ron Watmore and Todd Mueller. Rick Watmore took over third in the valley and they rode these positions out to the finish.

John Imbriale took the holeshot the second moto, but was soon passed by King and Ron Watmore. Imbriale held on to third to the checkered flag.

Troy Blake, an R&D Racing Engines Expert Mini rider from Phoenix, showed Tucson's Mini riders what it's all about. Blake took first with a large lead.

Pat Kennedy and Bob Graham, both moving up from Beginner to 125cc Junior riders, took first and second in the Junior class. They each took a first with Kennedy taking the overall win, with Graham second and Randy Moon third.

Results

MINI BEG: 1. Stu Morrison (Yam); 2. Larry Moore (Suz).
MINI JR: 1. Steve Brooks (Yam).
MINI INT: 1. David Martin (Suz); 2. Scott Keyes (Suz).
MINI EX: 1. Troy Blake (Suz).
100 BEG: 1. Tom Howlett (Yam).
100 JR: 1. Scott Guerin (Yam).
100 INT: 1. Joey Reed (Yam).
125 BEG: 1. Jason Millar (Yam); 2. Willie Whtie (Yam); 3. Jim Seeger (Yam).
125 JR: 1. Pat Kennedy (Suz); 2. Bob Graham (Suz); 3. Randy Moon (Suz).
125 INT: 1. Buddy Thomison (Yam); 2. James George (Suz); 3. Bob Ruh (Kaw); 4. Steve Jones (Kaw).
250 BEG: 1. Frank Rendon (Hon); 2. Don Davis (Yam).
250 INT: 1. Wes Blair (Yam); 2. Tracy Mallory (Kaw); 3. Greg Caughran (Suz); 3. Robert Gutterud (Kaw).
OPEN JR/INT: 1. John Beaver (Yam); 2. Scott Brevaire.
OLDTIMERS/ANTIQUERS: 1. Elton Ongley (Hus); 2. Ken Lakey (Mai); 3. Mack Garrison (Yam).
125 PRO: 1. Tibbs McCullough (Suz); 2. Eddie Wearden (Suz); 3. Roger McCluskey (Kaw).
250 PRO: 1. David King (Yam); 2. Ron Watmore (Yam); 3. Rick Watmore (Yam); 4. Todd Mueller (Yam); 5. John Imbriale (Hus).
OPEN PRO: 1. David King (Yam).
FLAT TRACK
250/500/OPEN: 1. Steve Frame; 2. Steve Hintz; 3. Bill Collins.
MINI: 1. Jimmy Nichols.
ODYSSEY: 1. Steve Voevodsky.
TT: 1. Joey Reed.

Taylor takes over at SSM MX

By Terry Whytal

ORANGE, CA, DEC. 1

LOP/Yamaha rider David Taylor took top honors in the 250cc Pro class at this week's SSM MX. Taylor's path to victory was consistency, finishing twice in the runner-up spot while others DNF.

Over 30 250cc riders came out to Saddleback on a fine autumn day, ready to battle the competition, including Scott Gillman on a new Yamaha, Kawasaki rider Chappy Blose, Clark Jones riding a Mugen Honda and Ron Turner on board a Suzuki.

Robert Reisinger took the lead at the top of the start hill in moto one. Behind Reisinger came Taylor, Blose and Gillman. At the end of lap one the front four were still running in the same positions but some fast action was taking place back in the pack as Ron Turner was beginning to charge up from a bad start.

On lap two Yamaha rider Mark Lawrence moved into fifth behind Gillman and Suzuki riders Tony Gomez and Ed Arnet slipped into sixth and seventh. Gomez passed Lawrence as Turner pulled in behind Arnet, making it an eight man race for the top three positions.

Reisinger was pulling out all the stops as he continued to hold off Taylor. Gillman found his way past Blose and Gomez dropped out with mechanical problems. At the halfway point Taylor made his move on Reisinger and took over the lead. Lawrence kicked in the afterburners and blew by Blose as Arnet began to fade with a sour engine.

With the race nearing the end Gillman got on the gas and began to apply tremendous pressure on Reisinger. Gillman soon found a way around the tough Kawasaki rider and closed in on Taylor. With just two laps to go Gillman rocketed into the lead and took the win. Taylor cruised in for second ahead of Reisinger and Lawrence. Turner crossed the line in fifth and Clark Jones finished sixth after a race long charge up from a last place start.

Taylor jumped into the early lead in moto two with Blose glued to his rear fender. Jim Tarantino(Suz) held down third ahead of Turner and Lawrence with Jeff Jennings slipping his Honda into sixth in front of Reisinger. On lap two Turner passed Tarantino, Reisinger passed Jennings and Lawrence DNF. Gillman completed a couple of laps back in last before dropping from the race with undisclosed problems.

Reisinger moved into third after

Turner took a momentary diversion off the track and then passed Blose for second place. Tarantino made his move next, first passing Blose and then Reisinger. Turner returned to the fray, blowing by Blose and Reisinger and latching onto Tarantino's rear tire. Tarantino gassed it past Taylor then Taylor slipped back into the lead just as Turner kicked in the overdrive and blew by both riders and into the lead.

Turner held on to finish first ahead of Taylor and Tarantino, with Reisinger finishing fourth. The overall win went to Taylor with second going to Turner and Reisinger claiming the third payoff position.

Results

OPEN PRO: 1. Matt Nelson (Suz); 2. Dale Lewis (Mai); 3. Ron Utaski (Suz).

250 PRO: 1. David Taylor (Yam); 2. Ron Turner (Suz); 3. Robert Reisinger (Kaw).

125 PRO: 1. A.J. Whiting (Yam); 2. Doug Dubach (Yam); 3. Chris Morey (Suz).

OPEN INT: 1. Mario Bastionell (Mai); 2. Craig Roberson (Suz); 3. Harold Johnson (Suz).

250 INT: 1. Breht Allen (C-A); 2. Jim Brodie (Hon); 3. Bruce Deacon (Yam).

125 INT: 1. Mark Darnell (Suz); 2. Kenn Hamilton (Suz); 3. Mark Winell (Suz).

OPEN JR: 1. Bob Kady (Suz); 2. Dave Vick (Hus); 3. Marty Schnidt (Hus).

250 JR: 1. Art Clever (Yam); 2. Ed Jackson (Hon); 3. Kenny Morgan (Suz).

250 BEG: 1. Jeff Scott (Suz); 2. Willi Alexander (Yam); 3. Frank Paglia (Kaw).

OLD TIMERS: 1. B. Anderson (Yam); 2. Bob Denman (Yam); 3. Jim Banning (Hus).

125 BEG: 1. Brian McDaniel (Suz); 2. Eric Alloy (Yam); 3. Frank Cantu (Suz).

MINI BEG: 1. Mike Betke (Yam); 2. Scott Fastrow (Suz); 3. Gary Salther (Yam).

Breker takes the checkers at SSM MX

By Terry Whytal

ORANGE, CA, NOV. 24

Kawasaki rider Goat Breker charged his bright green Uni-Trak to victory in the 250cc Pro class at this week's SSM MX. Breker had to come from behind in both motos but once in the lead he easily outdistanced his rivals.

Breker's main competition came from Yamaha rider David Taylor who held Breker off for several laps in the first moto before finally dropping to second. Taylor finished the day in second overall with a 2-3 score just ahead of Tony Gomez who finished third. Gomez rode his Suzuki to fourth place in the first moto and then blasted his way into the runner-up spot in moto two. Suzuki rider Gary Denton made the race a four way affair as he battled with the leaders in both races before dropping back to finish fourth overall.

Riding with his customary poise, Bill Hagen put his Maico out front in the Open Pro class and kept it there to end the day with a perfect 1-1 score. Finishing behind Hagen were two other Maico riders, Dale Lewis and Alan Olson, making the race a clean sweep for the German marque.

Veteran Professional Ron Turner came to the track today with a very fast 125cc Suzuki and left with the lion's share of the purse after defeating the field of 125cc Pros in both motos. Turner's victory was not easily gained, however, as the pressure was really applied by Honda ace Chris Heisser who threatened to take the lead away several times but was hampered with a tired and ailing motor. Third place went to Chris Morey who put his Suzuki through the paces with determination and managed to stay within striking distance of the leaders.

Once again the Open Intermediate class fell to Maico rider Greg Painter

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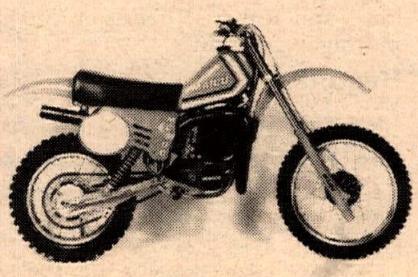

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Juan Benavidez takes the holeshot in the 250cc Pro class at Corona.

Dave Taylor chases Goat Breker at SSM.

who has certainly become one of Saddleback's most consistent riders. Painter had his hands full holding off the charges of two tough competitors: Suzuki rider Tony Cottu and Yamaha-mounted Robert Casper who finished second and third respectively.

Yamaha's YZ swept the Mini Beginner class with the top three finishers all being mounted on the yellow and black pocket rockets. Paul Honesda headed the sweep with two fine rides ahead of Craig Ostander who finished second and Greg Reynolds who rallied to a third overall finish.

Results

OPEN PRO: 1. Bill Hagen (Mai); 2. Dale Lewis (Mai); 3. Alan Olson (Mai).
250 PRO: 1. Goat Breker (Kaw); 2. David Taylor (Yam); 3. Tony Gomez (Suz).
125 PRO: 1. Ron Turner (Suz); 2. Chris Heisser (Hon); 3. Chris Morey (Suz).
OPEN INT: 1. Greg Painter (Mai); 2. Tony Cottu (Suz); 3. Robert Casper (Yam).
250 INT: 1. Gary Goforth (Suz); 2. Jim Brodie (Hon); 3. Dan Williams (Hon).
125 INT: 1. Ken Hamilton (Suz); 2. Lyle Babi (Yam); 3. Dirk Strapp (Yam).
OPEN JR: 1. Scott Pyl (KTM); 2. Mike Kelg (Mai); 3. Darby Riley (Yam).
250 JR: 1. Micky Dymond (Kaw); 2. Warren Lowe (Suz); 3. Art Clever (Yam).
125 JR: 1. John Maraha (Suz); 2. Dennis Hulen (Yam); 3. Lance Sallis (Suz).
OPEN BEG: 1. Johnny Harper (Suz); 2. Cody Fulcher (Yam).
125 BEG: 1. Jack Stevens (Suz); 2. Mark Reynolds (Suz); 3. Ken Kopecky (Suz).
MINI BEG: 1. Paul Honesda (Yam); 2. Craig Ostrander (Yam); 3. Greg Reynolds (Yam).

Jones jams at Corona MX

By Ron Lawson

CORONA, CA, NOV. 30

Gary Jones and his Ammex proved the value of consistency at Corona Raceway by taking the 250cc Pro win with a combination of a second and a fourth. It was a night of hard luck for most of the Corona regulars, most notably Juan Benavidez (C-A) who stormed the first moto.

Benavidez got the holeshot and began to stretch out a small lead in the early laps while Redlands Suzuki rider Marty Miller worked up to second place. Miller might have slowly been reeling in the leader, but on the third lap he went over the bars in a dark section of the track and gave second place to Jones. Miller managed to remount in time to save eighth place but another crash put him out of the race for good. In the meantime, Benavidez was long gone with the lead while Jones was secure in second ahead of John Greenway (Hon) and Scott Wilkinson (Hon).

In the next round, Benavidez again got into the lead early in the moto, but this time his chain broke and first place fell into the hands of Don Griewe (Yam). Ted Hoyt (Yam) who had troubles in round one and finished in sixth, right behind Griewe, jumped into the lead on the next lap and was never anywhere else for the remainder of the race. Griewe held on to second while Wilkinson was third and Jones was fourth. The scores were just mixed up enough to allow Jones to take the money over Hoyt and Griewe.

In the 125cc Pro class the high scorer was Rick Jackson of Anaheim Suzuki who took both motos.

It was another high school night at Corona and this time it was North High that took top honors. Leading the team to victory in the 500cc Senior class was Randy Buckner (Yam) who took both motos. Also winning for North High were Jim McIntosh (Yam) in the 500cc Novice class, John Mazzacane in the 250cc Novice class and Dee Dee Ashley in the women's division.

The High School division for smaller schools went to Arlington High with Nate Ruaba (Suz), Bob Berney (Suz) and Robert Robertson (Suz) all putting in good rides.

Results

MX
MINI BEG: 1. Dan Hovis (Yam); 2. Kevin Frigner (Suz); 3. Jimmy Owen (Suz).
MINI NOV: 1. Ron Bell (Suz); 2. Chris Sparks (Kaw); 3. Steve Morehouse (Kaw).
MINI INT: 1. Todd Campbell (Suz); 2. Scott Brown (Yam); 3. Dan Wawrzyniak (Yam).
100 BEG: 1. Matt Urbanek (Yam); 2. Mike Caruso (Yam); 3. Robert McReynolds (Yam).
125 BEG: 1. Lance Felnage (Yam); 2. Matt Smith (Hon); 3. M. Viramontes (Yam).
125 BEG: 1. Tod Lindsley (Suz); 2. Russ Joslin (Suz); 3. Dan Mills (Suz).
125 BEG: 1. Andy Kaplan (Suz); 2. Jim Denham (Suz); 3. Mark Pierce (Suz).
125 NOV: 1. Steve Braseny (Suz); 2. Tom Engel (Suz); 3. Cliff Hicks (Suz).
125 NOV: 1. Scott Marrs (Suz); 2. Joel Plauajker (Hon); 3. Dennis Cange (Yam).
125 INT: 1. Joe Nist (Suz); 2. Mike Saul (Suz); 3. Dennis Hulen (Yam).
125 INT: 1. Scott Seeley (Suz); 2. Dave Halverson (Kaw); 3. Alan Seeley (Suz).
125 PRO: 1. Rick Jackson (Suz); 2. Bryan Slordon (Suz); 3. Draig Dale (Hus).
250 BEG: 1. Scott Denny (Suz); 2. Gary Steinhoefd (Hus); 3. Robert Tippt (Suz).
250 BEG: 1. Randy Paulin (Yam); 2. Larry Luna (Hon); 3. Tim Neumann (Suz).
250 NOV: 1. Mel Vangildner (Hon); 2. Garry Weir (Suz); 3. Kevin McLaughlin (Yam).
250 NOV: 1. Alan Skiles (Hon); 2. Loel Seals (Suz); 3. Dave Kleeman (Yam).
250 INT: 1. Ron Lawson (Suz); 2. Darrell Ritchey (Amx); 3. Rick Anderson (Yam).
250 PRO: 1. Gary Jones (Amx); 2. Ted Hoyt (Yam); 3. Don Griewe (Yam).
500 BEG: 1. Carl Horton (Yam); 2. Coyet Spencer (Suz); 3. Cam Douglass.
500 INT: 1. Roland Woop (Suz); 2. Tim Holcombe (Yam).
500 PRO: 1. Ron Utaski (Suz); 2. James Sullivan (Suz).
HIGH SCHOOL
WOMEN'S: 1. Dee Dee Ashley (Yam); 2. Karen Kennedy (Kaw); 3. Teri Fabloubil (Hon).
MINI NOV: 1. Roger James (Suz); 2. Jason Acosta (Yam); 3. Kenny Wilson (Yam).
100 NOV: 1. Chris Porrett (Yam); 2. Bill Gifford (Suz); 3. Sidney Woods (Yam).
MINI SR: 1. Randy Fleisher (Suz); 2. Don Sigrist (Suz); 3. Gary Clark (Yam).
125 NOV: 1. Vince McMahan (Yam); 2. John Daughters (Suz); 3. Dave Otramba (Suz).
125 INT: 1. Chris Scott; 2. Barney Frank; 3. Kirk Clark.
125 SR: 1. Bob Berney (Suz); 2. Nate Rauba (Suz).
175 NOV: 1. Todd Huejal (Suz); 2. Butch Peick (Pty); 3. Greg Cook (Suz).
175 SR: 1. Nate Ruaba (Suz); 2. Vince McMahan (Yam); 3. Bob Berney (Suz).
250 NOV: 1. John Mazzacane (Suz); 2. Ron Rehnquist (Yam); 3. Mike Williams (Yam).
250 SR: 1. Ted Hoyt (Yam); 2. Tim May (Suz); 3. Randy Buckner (Yam).
500 SR: 1. Randy Buckner (Yam); 2. Robert Robertson (Suz).

Blose, DiStefano top second annual Bosch Classic

By Brownie Bouch

PHOENIX, AZ, NOV. 25

Canyon Raceway hosted the second annual Bosch Classic. It was a day made for racing; sunny, but cool and crisp. Racers from all over the Southwest came to enjoy the fine Arizona sunshine and try to claim their share of the $3000 prize money.

The riders were treated to a resurfaced track that stayed loose and loamy even after a full day of racing. (Not at all like we remembered from the Nationals back in April.) A couple of steeple jumps on the bottom straightaway added more excitement for the spectators, and most of the riders thought they were great too.

All Sportsman classes except Amateurs raced in the morning. Bosch representatives were on hand at sign-in giving all riders free Bosch spark plugs and hats. The winners of the Sportsman classes who chose to use those plugs were rewarded with prizes from Bosch along with their trophies.

The afternoon classes kicked off at exactly 12:40 with the Open Pros leaving the line first. Tim Locey pushed his Yamaha into the first turn ahead of John Imbriale, also Yamaha-mounted, Roger Jones and Tony DiStefano, both aboard Huskys. Locey fell coming out of the S turns and Jones took advantage of the situation and snatched the lead immediately. DiStefano moved into second, Imbriale dropped to third and Tucson's David King (Yam) moved into fourth. On lap two King passed DiStefano, taking over second, while Scott Christian, riding a County Cycle Maico, was now in the hunt in fourth. On the next lap the steeple jumps claimed their first victim as Jones slowed with a broken rear wheel. King took over first, but fell 10 minutes later, leaving DiStefano the lead. Fifteen minutes into the race the steeple jumps claimed their second victim as Christian pulled his Maico off the track with a broken front wheel. Meanwhile, Locey was making a steady comeback from his first lap crash and took over third. DiStefano took the checkers first followed by King, Locey, Imbriale and Maico rider Tom Pulver.

The second moto saw Imbriale with the first turn lead with Locey and Jones hot on his tail. DiStefano was back in fifth with King just ahead of him. Jones made a first lap bid for the lead and got it with a spectacular pass, putting both Imbriale and Locey behind him almost simultaneously. Fate, however, was not on Jones' side today as he slowed on lap three with apparent rear wheel problems again. Locey took over the lead, King moved into second with DiStefano breathing down his neck. King only had to make one mistake, which he did on lap four, and DiStefano moved into second. Pulver, meanwhile, had recovered from a poor start and had edged his way up to fourth behind King. Locey and DiStefano held firm in first and second until DiStefano caught and passed the tiring Locey just three laps from the checkered flag. The moto ended with DiStefano, Locey, King, Pulver, and Imbriale crossing the line in that order. Overalls were the same.

Thirty eager 250cc Pros were next up. Chappy Blose, riding for Team Kawasaki, drew the lucky straw as he maneuvered his mean green machine into the lead only to be unseated quickly by Gary Dircks aboard his factory support Can-Am. Dave Crawford pushed his Yamaha World Yamaha into third ahead of Husky rider Tony DiStefano. Dircks and Blose started to open up distance immediately while the battle raged for third between Crawford, DiStefano and Yamaha rider David King. DiStefano broke loose on lap five, moving into third with King following him through into fourth. Crawford dropped to fifth, but Roger Jones (Hus) and Tim Locey (Yam) had moved into the battle. Some quick action by Locey put him into sixth ahead of Jones and on the next lap he snared Crawford for fifth. Halfway into the 30-minute moto the fickle finger of fate reached out and Dircks sidelined his Can-Am with a broken airbox, leaving Blose with nothing but time between him and the checkered flag. DiStefano followed in second, with King third, Locey fourth and Jones fifth.

The second moto was fairly uneventful as Blose took the lead off the line and held it from wire to wire. Locey held onto his second place start for two laps before Crawford got by him. Brian Hayes, on a County Cycle Maico, was holding fourth till he stalled in the S turns, letting both DiStefano and Jones by. When the checkers fell it was Blose, Crawford, Locey, DiStefano, and Jones. Overalls went to Blose first, Locey second, DiStefano third, Jones fourth, and David King fifth.

Last, but certainly not least came the 125cc Pros. Chappy Blose seemed to have the edge on holeshots as he pushed his Kawasaki into the lead one more time. Gary Dircks, aboard a DG Yamaha, came through in second with Johnny O'Mara on a Mugen USA Honda in third and Todd Phillips (Suz) in fourth. Blose proceeded to open up some distance while the battle was for second between Dircks and

O'Mara. Phillips dropped out with apparent bike trouble on the second lap. Dircks seemed to be having some bike problems also, as he started to slow down and O'Mara passed him on lap five. Dave Crawford (Moto-X Fox Suz) had moved into fourth, Tibbs McCullough (Suz) into fifth and Bob Blose into sixth. Mike Brown (Yam) was making a remarkable recovery from a bad start and moved into seventh on the eighth lap. Bob Blose finally got around McCullough just four laps from the checkered flag. All positions then held firm, with Chappy Blose taking first, O'Mara second, Dircks third, Crawford fourth, and Bob Blose fifth.

The second 125cc moto was probably the most exciting of the day, when the gate caught Blose sleeping. O'Mara came out in the lead, but caught a rut on the first turn and fell. All riders missed him, and McCullough took advantage of the situation with Dircks second and Blose squeezing into third. Blose put a first lap pass on Dircks in the S turns, only to be passed back almost immediately. A mistake by McCullough let Dircks, Blose, Crawford, and Brown all by. The battle was definitely for the lead, as Dircks continued to ward off the hard charge by Blose lap after lap. Finally, on the 10th lap, Dircks skidded high on the short sweeper at the starting line and Blose slid under him to take over the lead. O'Mara, meanwhile was blitzing his way through the pack and had moved into second on the 11th lap after Dircks retired with a flat tire. Blose had slowed, not realizing that O'Mara was closing in fast. Time, however, ran out for O'Mara as the checkers waved Blose across the finish line first, O'Mara second, Brown third, Crawford fourth, and Bob Blose fifth. Overalls went first to Chappy Blose, second O'Mara, third Crawford, fourth Bob Blose, and fifth to Brown.

Chappy Blose, riding with a Bosch plug in his Kawasaki, picked up the lion's share of the purse money plus the $50 a class bonus, given by Canyon Raceway, for winning both motos in each class.

Olson masters DeAnza's ups and downs for Old Timers MX win

By Bob Alloy

SUNNYMEAD, CA, NOV. 25

DeAnza MX Park, with its "Banzai" downhill, sweeping turns and interesting uphill, is always a challenge. Thirty-five Old Timers just jumping to get out there on the line saw lots of action and good fun. Our thanks to Ed Michetti, operator of DeAnza MX Park, and another cheer for Ed who is also an "Old Timer."

Starting the action was Marvin Olsen in the Masters class. Marvin just flew around, taking both motos. He seemed to find the smooth lines instead of the chuckholes that most of us found. Marshall Jennings placed second in both motos.

The Expert class started out with Ray Sanchez taking the lead with the holeshot in moto one. Ray was in there for 10 laps at which time Chuck Woody took over. So it ended with Woody first, Sanchez second, Doug Archibald third and Joe Bray fourth. Moto two began with Woody taking the lead and taking it all the way to the finish. Twisting that throttle all the way was Sanchez for second and charging in with third place was Lou Sorenson. Winning fourth place was Norm Elledge.

In the Amateur class it was Lowell Smith and his Yamaha taking first place honors. Coming in second and in very good form was George O'Haver. Ed Scheidler was third. Moto two was George Spearing's. George blasted into the lead and just kept on moving to win. Placing second was Ron Clawson from Tulare, and Smith was in with third.

Bob Klatt in the Novice class did it to us again, and he just ran away with both motos for another first place trophy. Bob will be joining the Amateurs next year, so watch out. Paul Mayhew on his KTM captured the number two spot in both motos. Mayhew looks well mended and it's good to see him in action once again. Coming through to win third in both motos was Larry Escamilla.

Results

MASTERS: 1. Marvin Olsen (Mai); 2. Marshall Jennings (Suz).
EX: 1. Chuck Woody (Suz); 2. Ray Mantoya (Yam); 3. Lou Sorensen; 4. Norm Elledge.
AM: 1. Lowell Smith (Yam); 2. George Separing; 3. George O'Heaver (Mai).
NOV: 1. Bob Klatt (Hus); 2. Paul Mayhew (KTM); 3. Larry Escamilla (Hon).

Tripes wraps up title at CMC Carlsbad MX

By Mark Kariya

CARLSBAD, CA, NOV. 25

Rick Johnson and his Yamaha won the day's battle of the 125cc Pros, but Mike Tripes wrapped up the war, his third place more than enough to clinch the Continental Moto-sports Club's number one 125cc Pro plate in the last Pro points event for 1979.

Johnson blew away the opposition in the first moto, winning by over 35 seconds.

Eric Baker (Suz) came up with second place after dicing with Bobby Sullivan (R&D), who crashed three laps from the end, putting him out of the chase.

Paul Thede (SoP) was a closing third, followed by Ross Maeda (Suz) and Andy Northrup (SoP). Tripes finished sixth after starting out second then being forced to slow and pit to adjust and tighten a floppy set of bars.

In the second moto, Johnson snagged the holeshot for the second time, picking up an extra $25 for the feat from Joe Erler's Escondido Subaru.

Tripes started out fifth and could easily have been excused for sitting there and cruising since he only needed to finish the moto in order to insure the number one plate.

However, the innate competitive urge and simple pride forced his right wrist to assume the full-on, go-fast position.

With that, the latest Team Cycle Works member set to work, letting nobody stand between him and Johnson for very long.

By lap five, only a healthy chunk of real estate separated Johnson and Tripes. The Suzuki pilot chipped away bit by bit at Johnson's lead, finally closing to within two seconds at the checkered.

Northrup held off Thede in the fight for third while Sullivan rode in fifth.

In the first Open Pro race, Bill Jewell (MM) took the lead from Rory Holladay (RRE) on the first lap and held it to the finish despite a few broken spokes and a deflating front tire.

David Gerig (Esc) rode a tremendous comeback race after falling over in the hairpin on the first lap and letting the rest of the pack go by.

Gary Trusdill (TCW) picked up third with Chip Howell (Hus) fourth, slowed midway through the race to check bike problems. Dale Andersen (MM) pursued them in fifth.

Jewell led for a lap in the second moto. Gerig, who got a mediocre start, flew by him on the uphill on lap two, though, taking advantage of Jewell's slipping clutch.

Lee Ramage (Mai) zipped by in the same section on lap eight, relegating Jewell to third. Anderson and Howell finished next.

Kawasaki rider Phil Johnson led a tight pack of 250cc Pros for a couple laps until his throttle broke.

Scott Johnson(Hon) took his place at that point, tailed by Cole Brothers Suzuki-mounted Tony Gomez.

By lap five, Gomez decided to quit waiting and made his move by Johnson on the downhill. Johnson tried to snatch the lead back, but his efforts proved fruitless and he forced himself to accept the runner-up spot.

Bryan Maloney (Hon) passed Thede for third several laps from the end with Burt Wald (Hon) fifth.

Thede outstarted the others in the second moto and led the first four laps before fading back to an eventual fourth.

Maloney started out third and apparently knew the fast way up the uphill as he passed first Wald then Thede there and wound up leading the whole thing. He kept it up for the rest of the moto to get his first CMC Pro win.

Scott Johnson came up with a third to earn second overall while Gomez, mired in fifth, picked up third place money.

Results

OPEN PRO: 1. David Gerig (Esc); 2. Bill Jewell (MM); 3. Dale Andersen (MM).
OPEN INT: 1. Tim Ramsey (Yam); 2. Randy Norman (Yam); 3. Ken Leybourne (Hus).
OPEN JR: 1. Robert Biesel (Suz); 2. Dave Pintar (Yam); 3. Jim Castillo (Suz).
100 JR: 1. Tim Hale (Suz); 2. Robbie James (Yam); 3. Kevin Travis (YZ).
MINI JR: 1. Frank Brundage (Suz); 2. Bill Anderson (Kaw); 3. Chris Wheatley (Suz).
MINI INT: 1. Larry Butler (Suz); 2. Ronnie Seymour (Suz); 3. Aron Baker (Esc).
250 PRO: 1. Bryan Maloney (Hon); 2. Scott Johnson (Hon); 3. Tony Gomez (CBS).
250 INT: 1. James Gochmanosky (C-A); 2. Mike Rose (Yam); 3. Nick Hartnoll (Suz).
250 JR: 1. Rick Piggott (Yam); 2. Jim McCarley (Yam; 3. Robert Dykmans (Yam).
125 PRO: 1. Rick Johnson (Yam); 2. Paul Thede (SoP); 3. Mike Tripes (TCW).
125 INT: 1. Ray Therton (Esc); 2. Robbie Nolin(Yam); 3. David Maas (Hon).
125 JR: 1. Richard Hoffman (Suz); 2. Don Blain (Suz); 3. Jack Geiger (Hon).

Rick Johnson (12) won the CMC 125cc Pros, but Mike Tripes took the title.

Breker takes DeAnza money

By Ron Lawson

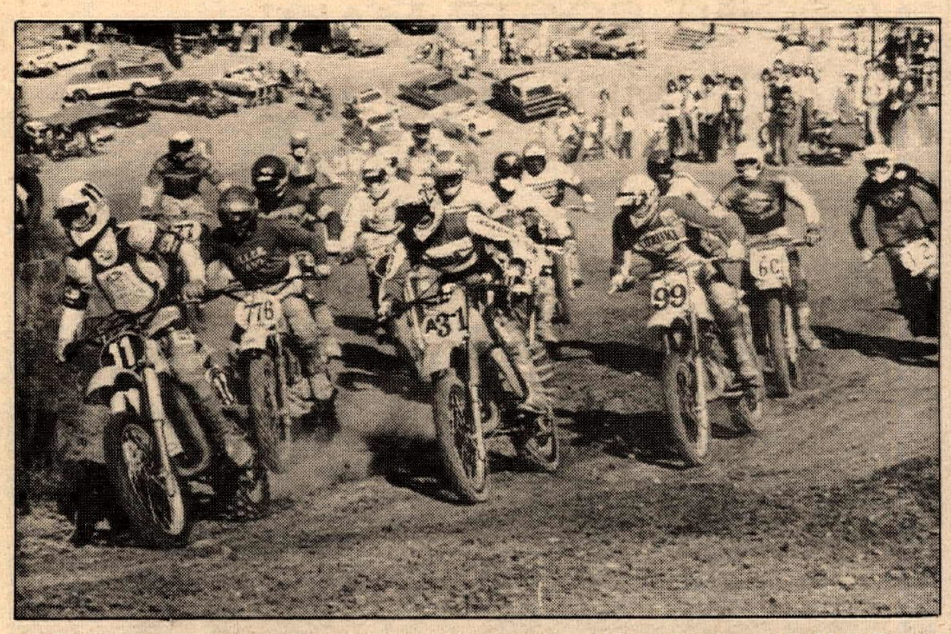
SUNNYMEAD, CA, NOV. 25

An excellent turnout highlighted DeAnza Cycle Park's $1500 motocross, with well over 300 riders making the trip out to the hills of Sunnymead. But in spite of the large number of riders trying for the cash, most of the purse went to U.S. Norstar's Goat Breker, who took his two Kawasaki Uni-Traks to the top of the 250cc and Open Pro classes.

In the 250cc class, the king of the holeshot artists was Craig Gormley (Yam). He instantly pulled ahead in the first few laps of moto one while Breker was in ninth place. Gormley continued to pull ahead until lap four when he crashed and gave the lead to Curt McCuistion (Kaw), but by that time, Ron Turner had time to push his Luft Shocks Suzuki into a strong second place where he started to put the pressure on McCuistion. For five laps Turner looked for an opening, then when he began to feel some pressure himself from a rapidly approaching Breker, he made his way into the lead. Breker followed Turner past McCuistion on the next lap and then started giving the new leader a run for his money. The two of them quickly pulled away from everyone else while they dodged in and out of lapped traffic. Turner managed to hold out for the rest of the race, however, and Breker had to be satisfied with a second. McCuistion held onto third over LOP's Gary Denton (Suz), Bob Marino (Yam), Pat Hubbs (Mai), Danny Burtt (Suz) and Don Griewe (Yam).

The next round saw Gormley again pull a strong holeshot, this time with Burtt and his Redlands Suzuki right

Western hotline



A DeAnza Open Pro start finds Ted Hoyt (11) and Goat Breker (A31) leading.

on his tail. Turner, Breker and Denton were close behind and going for it. On lap three Burtt took over while at the same time Breker found a way around Denton. Two laps later, Breker and zeroed in on Turner and started pushing. Their battle carried them around both Gormley and Burtt and into the lead where they continued to dice. They began to get into lapped traffic once again, but rather early in the race, and Breker took advantage of the situation. While Turner struggled to pass one lapped on the left, Breker went around them both on the right and took the lead. At first Breker started to pull ahead but Turner found a little more speed in the second half of the race and came up to rechallenge the leader. The two of them were never more than one or two bikelengths apart for the rest of the moto, but Breker held out to take the win. Burtt cruised in to an uncontested third ahead of Denton, Marty Miller (Suz), Griewe and Marino. Overall it read Breker, Turner, Denton, Burtt, Marino and Miller.

In the Open class, Breker had an easier time on his 420cc Kawasaki. Ted Hoyt jumped into the lead of the first moto, but it was Breker on top before long. He pulled ahead to a strong lead while Bob Marino (Yam) pushed Hoyt to get into second. After a few laps of holding out, Hoyt gave in and let Marino by, but by that time, Breker was long gone. Mark White (Mai) also came up to pass Hoyt in the later part of the moto, making the line-up at the finish Breker, Marino, White, Hoyt and Dave Latz (Mai).

The next race was like a carbon copy of the first, with Breker pulling out to a big lead before the halfway point. Once again Marino came through to pull a second while White scored third over Hoyt and Latz.

In the 125cc Pro race, the first moto holeshot went to Roger Hensley (Suz) while Jerry Hensley (Suz) was second. When they came around at the end of the first lap, Roger was still on top, but Scott Manning had moved into second and was pushing for the lead. But on the fourth lap, Manning tangled with Roger and went down, handing second place to Jim Holley, who had piloted his support Yamaha from a mid pack start. Holley set his sights on Hensley and passed him on the fifth lap. From there all the way to the end of the race, it was Holley's show. Turner, riding a Luft 125cc Suzuki, had gotten a poor start, but by the end of the race he was able to net a third behind Hensley and on top of Gary Ogden (Hon) and Andy Orescanin (Suz).

In the next race Craig Dale, who had troubles with his Husky in round one, took the lead early in the race. Dale looked strong until he began to approach the halfway point in the race and his bike once again began to sputter and cough. He let Holley by first, then Turner. Turner wasn't going to be satisfied with second, however, and he continued his drive until he had the lead on lap 10. He took it home, but Holley's 1-2 score netted him the overall and Turner had to be satisfied with another second place. Dale held on to third in the final moto, but in the final standings he was fourth behind Hensley.

Results

PEE WEE #1: 1. Vern Reynolds (Tala); 2. Keith Cooke (Hon); 3. Wes Klein (Suz).
PEE WEE #2: 1. Kim Robertson (Suz); 2. Mike Michetti (Yam); 3. Allan Brehm (Yam).
PEE WEE #3: 1. Gary Morton; 2. Shane Sheffields (Yam); 3. Sean Gasper (Suz).
MINI BEG: 1. Kenny Dietz (Yam); 2. Terry Woody (Suz); 3. Kevin Canada (Kaw).
MINI NOV: 1. Jimmy McManus (Suz); 2. Jimmy Palmer (Yam); 3. Todd Parker (Suz).
MINI INT: 1. Donnie Sigrist (Suz); 2. Lenoard Robertson (Suz); 3. Todd Hewatt (Hon).
100 BEG: 1. Jimmy Pearson (Suz); 2. Duane Dalton (Yam).
125 BEG: 1. Darren DeFluiter (Suz); 2. Darren Trexler (Suz); 3. Mike Marietti (CZ).
125 NOV: 1. Tom Thomsen (Yam); 2. Allan Thomson (Yam); 3. David DeFluiter (Suz).
125 INT: 1. Paul Cano (Suz); 2. Larry Lawrence (Suz); 3. Doug Davison (Suz).
125 EX: 1. Jim Holley (Yam); 2. Ron Turner (Suz); 3. Roger Hensley (Suz).
250 BEG: 1. Mel Van Gilder (Hon); 2. Peter Cervantes (Yam); 3. Jim Mobley (Yam).
250 NOV: 1. Ray Plumb (Hon); 2. Dale Rehm (Hon); 3. Larry Dysert (Kaw).
250 INT: 1. Rich Anderson (Yam); 2. Joe Bray (Suz); 3. Rik Nielsen (Mai).
250 EX: 1. Goat Breker (Kaw); 2. Ron Turner (Suz); 3. Gary Denton (Suz).
OPEN BEG: 1. Clark Dalton (Yam); 2. Tim Drake (Hus); 3. Mick Klein (Yam).
OPEN NOV: 1. John Petty (Mai); 2. Mark Wright (Yam); 3. Robert Megdal (Suz).
OPEN INT: 1. Ron Lawson (Suz); 2. Frank Said (Mai); 3. Tim Holcombe (Yam).
OPEN EX: 1. Goat Breker (Kaw); 2. Bob Marino (Yam); 3. Mark White (Mai).
BEG VETS: 1. Herb Carbaugh (Suz); 2. Al Satteria (Mai); 3. George Tavis (Yam).
INT VETS: 1. Jim Galatioto (Hus); 2. Bill Burkhart (Mai); 3. Mike Wilcox (Bul).
VETS SR: 1. Ron Brehm (Yam); 2. John Wilson (Yam); 3. George Anderson (Suz).

Tarantino, Schulz, Atkins take CRC Saddleback cash

By Nanette Marie

ORANGE, CA, NOV. 25

With the Thanksgiving weekend entering its final day, the California Racing Club went out to Saddleback Park and hosted their usual bi-weekly motocross, on a revised course. With a moderate rider turnout, races were bumped up a few laps to give every rider a longer pair of motos, and a bit more thrashed body at the end of the day.

The first race of the afternoon was the Pro class, and in the first moto of the 250s, Pete Snorteland took the holeshot on his Can-Am with Jim Domann, Andy Guth and Jim Tarantino behind. In the first few laps Snorteland pulled out to a good lead, while Domann and Tarantino slipped past Guth. In another lap, Tarantino got by Domann, and that battle for second closed the runners-up behind Snorteland. At the halfway mark in the moto, Tarantino put heavy pressure on Snorteland, and then the Cole Bros. Suzuki pilot flew by in the backsection. From there it was easy going for Tarantino, who pulled way out in front, but second went to Domann, after Snorteland's Can-Am apparently sprung a leak in the gas tank and his fuel supply went dry. Guth picked up third on his WFO-sponsored Kawasaki.

In round two, Tarantino again got off to a fourth place start, but this time Domann had command. Tarantino worked up to the leader, passing Guth and Snorteland, then put the pressure on the leader. Domann could not pull away from Tarantino, and within two laps, Tarantino was out in front. He went on to another win and the overall, as Domann held on for second ahead of Guth.

In the Open Pro class, Alan Olsen and Bob Schulz went at it, trading wins and second placings in a tie for the overall. In round one, Schulz played a little catch-up as Olsen took his Maico into the lead early. Schulz, who is fresh out of the Intermediate ranks, pulled up by moto's end, but couldn't find a way around. In moto two, Schulz was the early leader, and Olsen had to try and get by. For the entire moto Olsen was right on Schulz's rear end, but when the checkers flew, it was Schulz still in command. Third overall went to Joe Price's 4-3 score.

The 125cc Pros saw nothing but the rear end of Rick Atkins' R&D Racing Suzuki. In both motos Atkins took the holeshot and pulled out a 15-second lead, with Robert Green coming into second place too late in the race to catch him. Third overall went to Rich Franklin, as Don Best and Mark Larnkjaer trailed.

A hotly-contested 125cc Novice class put 23 riders on the line for each moto, and at the end of the day Robert Gowealer was on top. In moto one Gowealer took an early lead over Danny Sanchez and Rob Engel. By moto's end Gowealer had stretched out his lead to a very comfortable margin and cruised in for the win. In the second moto, however, Gowealer took the holeshot again, but this time Dennis Hulen was right behind and charging hard. A crash in the backsection in the first moto put Holen dead last with a pair of handlebars bent clear down beside the Yamaha lettering on his Luft-sponsored machine, but Hulen came from 23rd to 17th when the checkered flag came out. By the second lap, Hulen was right on the rear fender of Gowealer, and as the duo came up the finish straight, Hulen slipped a wheel under Gowealer and went by for the lead. Gowealer stayed right with Hulen for the rest of the moto, but never could get by. His second place finish was good enough for the overall, with Hulen taking eighth in the final standings. Second overall went to Rod Engel's 3-3 finishes, and third went to Danny Sanchez's 2-5.

Results

125 PRO: 1. Rich Atkins (Suz); 2. Robert Green (Suz); 3. Rich Franklin (Hon).
500 PRO: 1. Bob Schulz (Yam); 2. Alan Olsen (Mai); 3. Joe Price (Mai).
250 PRO: 1. Jim Tarantino (Suz); 2. Jim Domann (Yam); 3. Andy Guth (Kaw).
125 NOV: 1. Robert Gowealer (Suz); 2. Ron Engel (Yam); 3. Danny Sanchez (Yam).
80 BEG: 1. Richard Fleming (Kaw); 2. John Bonacci (Yam); 3. Eddie Castaneda (Suz).
80 NOV: 1. Jeff Barbacovi (Yam); 2. Todd Hooper (Yam); 3. Mike Brown (Suz).
80 INT: 1. Todd Campbell (Kaw); 2. Doug O'Donnell (Suz); 3. Si Vokov (Yam).
80 EX: 1. Sam Storer (Kaw).
500 INT: 1. Dan Moore (Mai); 2. Daniel McKinley (Mai); 3. Jim Beltnick (Mai).
250 INT: 1. Dave Chavez (KTM); 2. Daryl Hance (Suz); 3. Marc Johnson (Suz).
125 INT: 1. Rick Cecrle (Suz); 2. Allan Lucas (Kaw); 3. Kenn Hamilton (Suz).
100 NOV: 1. Larry Daniel (Suz).
100 INT: 1. David Crigler (Suz).
100 BEG: 1. Chris Fleming (Yam); 2. Mike Sanchez (Suz); 3. Brad Beltineb (Yam).
125 BEG: 1. Jim Fulghum (Hon); 2. Steve Denny (Yam); 3. Brad McLennan (Suz).
VET JR: 1. Earl Frederick (Suz); 2. Dean Saunders (Hon); 3. James Madrid (Yam).
VET INT: 1. Buzz Moeller (Hus); 2. Asker Larnkjaer (Suz).
VET SR: 1. Bob Hayes (Mai); 2. Jim Turner (Yam); 3. Soni Mount (Yam).
250 BEG: 1. Warren Posey (Yam); 2. Joe Stalker (Hus); 3. Curt Saddlemire (Yam).
250 NOV: 1. Todd Williams (C-A); 2. Doug Hayes (Hon); 3. Alan Skiles (Hon).
500 NOV: 1. Micky Dymond (Mai); 2. Mikey Kelly (Mud); 3. Malcolm Scott (Suz).

Breker takes two at AME $1000 MX

By Super Funky

VALENCIA, CA, NOV. 18

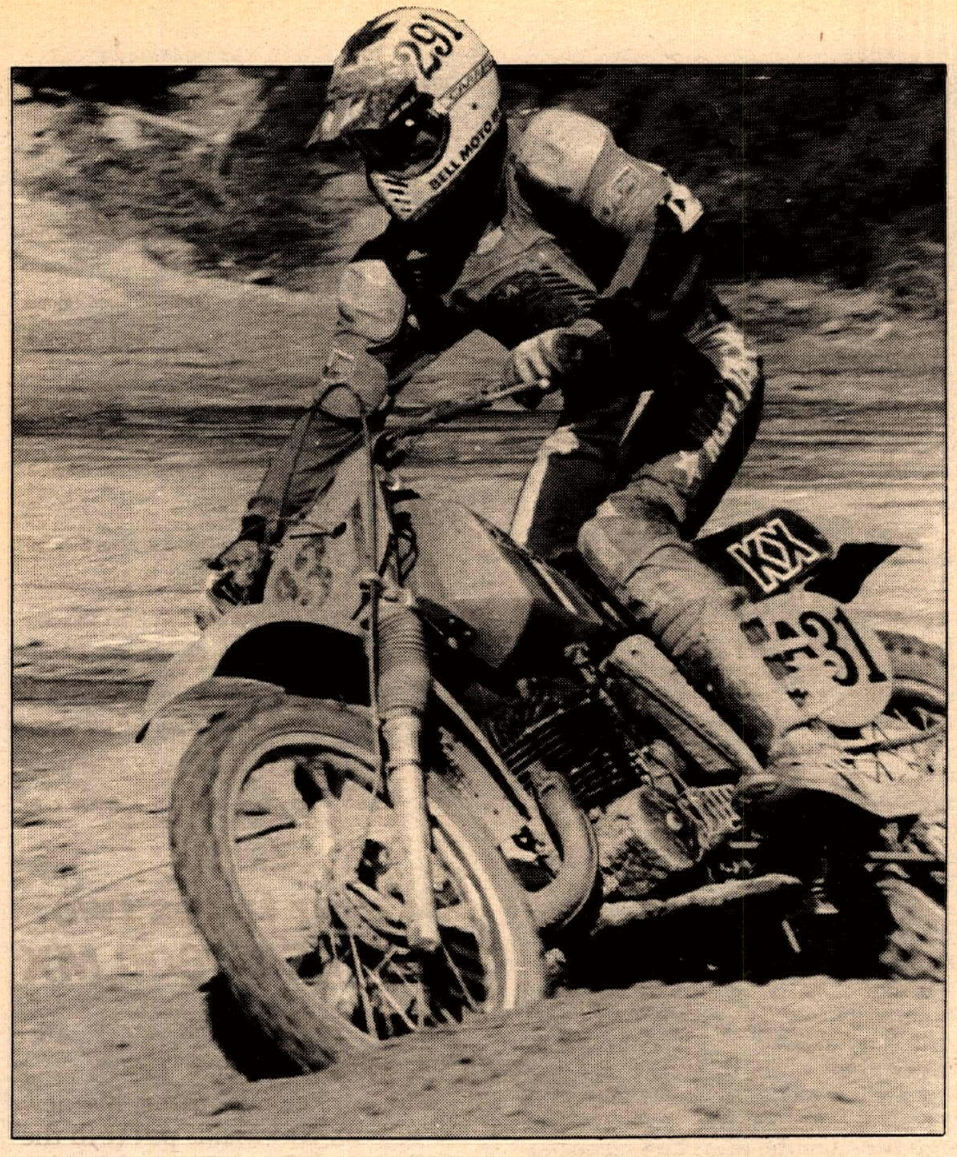
Goat Breker, debuting his new Uni-Trak Kawasakis put it to the 250cc and Open Pros with wins in both classes at this American Motocross Enterprises event.

The 250s provided the most action-packed field with Breker on a brand new Uni-Trak Kawasaki and Donnie Hansen on his new Honda ride. Others to bid for some cash were Luft Racing's Radical Ron Turner, Can-Am's Kippy Pierce, Mugen's Clark Jones and LOP's Mark Lawrence.

Kolbe Cycles-sponsored Bobby Kline holeshot the first moto with Ron Turner in second. Turner followed Kline for just a few laps before he disappeared from the rest of the pack. Meanwhile, Breker had broken away and into third. At the halfway point Turner had a 15-second lead with Breker starting to hustle his way closer to Radical Ron. Kline fell back to seventh, Kippy Pierce was sixth, fifth was Tracy Oswell, fourth was Donnie Hansen and Tim Locey was third. These positions were spread apart as most of the second half of the moto was used to catch up to the front runners.

Turner took the second moto lead ahead of Hansen, Breker and Kline. On lap three, Hansen relieved Turner of the lead, and the trio of Hansen, Turner and Breker freight-trained for the next four laps before Turner started to fade with shock problems. Then an intense battle for the lead opened up between Hansen and Breker, with Breker giving Hansen little breathing room. In the last few laps, they swapped the lead a few times, with Breker making the final pass just one and a half laps before the finish. Breker took the overall win, Hansen was second and Locey placed third ahead of Turner.

The 125cc Pros took off with the scream of John O'Mara's Tom Halverson-prepared Mugen Honda in the lead. O'Mara demolished the competition in this race, putting an average of two seconds a lap on second place! Jim Holley had a mid-pack start but his aggressive riding style put him



Goat Breker took two classes at AME's $1,000 Indian Dunes bash.

into second before long. At moto's end, O'Mara won by a mile, Holley was second followed by Ron Turner, Willy Simons and Brett Nelson.

Radical Ron holeshot the second moto with Flying Mike Brown second ahead of Simons, A.J. Whiting, O'Mara and Holley. Lap five saw Turner still in the lead with Brown covering him in second and O'Mara hustling to take third. Holley put Simons and Whiting behind him on the next lap. Three laps later, Turner put it into overdrive and put six seconds between himself and Brown.

O'Mara got past Brown on the 12th lap and started to reel in Turner. Holley also got past Brown and kept O'Mara in sight. With two laps to go and Turner and O'Mara coming up to lap traffic, the battle started to get intense. Holley was still hustling, holding on to O'Mara with Whiting in fourth. On the last lap Turner had maybe an inch of daylight on O'Mara, and Radical Ron was still ahead as they hit the checkered with O'Mara congratulating him on a fine ride. O'Mara was the overall winner with Turner and Holley second and third.

In the Open Pros, Goat Breker took the limelight — and the overall win — by coming from mid-pack starts to a 1-2 tally. Tim Locey was second ahead of Hal Strauss. Riding a new 360cc Mugen Honda, Clark Jones was fourth.

Results

500 PRO: 1. Goat Breker (Kaw); 2. Tim Locey (Yam); 3. Hal Strauss (Mai).
83cc JR: 1. Alan Lippie (Yam); 2. Gilbert Valdez (Suz); 3. Tony Puga (Kaw).
83cc INT: 1. Lyle McPherson (Suz); 2. Cindy Dumo (Suz); 3. Bob Simons (Yam).
61cc JR: 1. Doug Fisher (Yam); 2. Craig Candy (Suz); 3. Danny Lamb (Suz).
250 PRO: 1. Goat Breker (Kaw); 2. Donnie Hansen (Hon); 3. Tim Locey (Yam).
125 PRO: 1. Johnny O'Mara (Mug); 2. Ron Turner (Yam); 3. Jim Holley (Yam).
250 INT: 1. Randy Harden (C-A); 2. Dan Walker (Hon); 3. Dave Harris (Mai).
100 JR: 1. Tom Meszhris (Yam); 2. Bobby Wright (Suz); 3. Jerry Anker (Yam).
125 INT: 1. Eric Kehoe (Yam); 2. Jerry Hensley (Suz); 3. Chris Morton (Suz).
125 JR DIV I: 1. Mike Tappeine (Suz); 2. Sammy Avoian (Suz); 3. Nick Larson (Kaw).
500 INT: 1. Allen Decker (Yam); 2. Carl Nelson (Suz); 3. Larry Hernandez (Suz).
500 JR: 1. Jay Glvoer (Hus); 2. Tracy Samvelson (Mai); 3. Bob Dunham (Yam).
125 JR DIV II: 1. Jon Zahrt (Suz); 2. Gary Curtis (Suz); 3. Kevin Evans (Suz).
125 BEG: 1. Jim Pullar (Suz); 2. Kevin Berwis (Suz); 3. Steve Kay (Kaw).

Shore, Arnet smoke AME night MX

By Super Funky

VALENCIA, CA, NOV. 16

The winter cold took its toll in night racing participants with a short program for this evening's American Motocross Enterprises event at Indian Dunes.

Jerry Shore conquered the 125cc Pros with two firsts, leading Dave Lynch across the line in both motos. Greg Martinez finished third.

Ed Arnet ran away with the 250cc Pro honors aboard his Wheelsmith Maico, with Tim Locey placing second.

Andy Jannings campaigned his 426cc Yamaha to the Open Pro win as Jerry Irelan and Steve Richards took second and third to make it a Yamaha sweep. ●

Results

MINI JR: 1. Joe Lozano (Yam); 2. Chris Bullock (Suz); 3. Greg Gest (Suz).
100 JR: 1. Bobby Wright (Suz); 2. John Peters (Suz); 3. Eric Silqero (Suz).
500 PRO: 1. Andy Jannings (Yam); 2. Jerry Irelan (Yam); 3. Steve Richards (Yam).
250 PRO: 1. Ed Arnet (Mai); 2. Tim Lcoey (Yam).
125 PRO: 1. Jerry Shore (Yam); 2. Dave Lynch (Hon); 3. Greg Martinez (Suz).
500 INT: 1. Don Gossett (Suz); 2. Andy Richards (Mai).
125 INT: 1. Eric Flynn (Suz); 2. Jack Greenberg (Suz); 3. Russ Wagy (Yam).
250 JR: 1. Paul Bebek (Hon); 2. Mark Black (Suz); 3. Mark Parrott (Hon).
250 BEG: 1. Paul Shelton (Yam); 2. Jim Neale (Yam); 3. Michael Pisan (Yam).
125 JR: 1. Frank Costanzo (Suz); 2. Rick Engechardt (Suz); 3. Lance Johnson (Suz).

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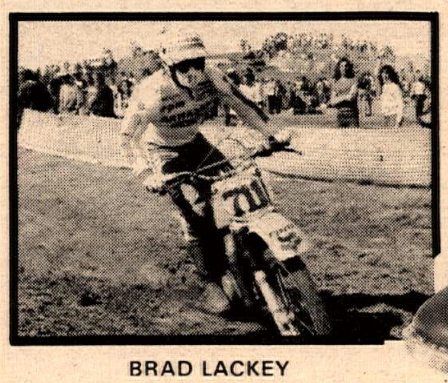

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THE LATEST POOP BY PAPA WEALEY

American Honda has signed Steve McLaughlin and Ron Pierce for 1980. The two will contest Superbike events on over-sized Honda 750s, bored out to 997cc. And, while Team Manager Dennis McKay expressed doubt that bikes could be readied in time for the Daytona 200, the team is likely to contest AMA 750cc class racing later in the season, perhaps having bikes in May or June.

Papa talked with Suzuki's Enduro/ISDT Team Manager John Morgan just before presstime and got the scoop on what they've got going for 1980. Riding AMA National Enduros for Suzuki will be a three-rider team: Kevin Snapp on a PE175, Drew Smith on a PE250 (most of the time) and Randy Martin on a PE400. On the Two-Day/ISDT squad, Mike Rosso will ride a PE175, Drew Smith and Jeff Fredette will pilot PE250s, and Ray Cosgrove will handle the big bike chores on a PE400. George "Gus" Blakely will continue to wrench and drive for the team. Regarding the smaller size of the '80 team, Morgan said, "I feel I can give fewer riders, *more* attention, to do what we want to do — win!" Morgan also thanked helpers on the circuit: Gunny and Darlene Claypoole, Dick and Bunny Lenover, Dick and Joyce France, Fred Brown and "countless others who made it all possible."

Word has it that Larry Roeseler has signed with Yamaha for 1980. Among his duties for the yellow team will be riding SCORE, ISDT and AMA National Enduro Series events. Reportedly, both Dick Burleson and Drew Smith were offered rides but decided to stay with their current benefactors, Husqvarna and Suzuki, respectively. Ultimately, Yamaha is expected to field a solid "contract rider" team as well as give bikes-and-parts assistance to several other talented off-roaders.

Kawasaki will offer a limited number of 1980 250-A6 motocross motors set up with right-hand shift for privateer short track builders/riders. Motors include all electrical pieces and carbs. No price is available; check with your local Kawasaki dealer before Xmas if you're interested.

Papa heard a rumor that Gene Romero signed with the Kawasaki road race team for 1980, but a source at Kawasaki denied it "at this date."

Lyndon Yurikusa, Kawasaki's Director of R&D, announced that Gary Mathers will head Kawasaki's motorcycle racing effort for 1980. Mathers replaces former team manager Dennis David who has joined the RAM Pro organization. Mathers comes from Minnesota where he served as Kawasaki snowmobile race team manager in 1975-76, then served as New Product Development Manager for the snowmobile division and Director of Snowmobile Engineering. A former Amateur TT rider, Mathers is familiar with two-wheel racing but admits that his personal riding career was "nothing to write home about."

The annual North American Trials Council meeting held Dec. 1-2 in Denver yielded several surprises along with the 1980 schedule. Two additional support classes were added to the existing Sportsman and Senior designations. The High School class is open to riders prior to their 17th birthday while the Super Senior class handles riders age 45 or older. NATC also announced three bicycle trials events — two regionals and one national — with two classes for riders under 12 and those over. NATC also organized a national raffle program to raise money to send top riders overseas for competition experience. A 349 Montesa Cota will be the raffle prize. Factory sponsored riders will be exempt from winning the overseas trips. A minor rule change, in keeping with a recent FIM decision, will up the time penalty to .2 points per minute during the hour grace period before exclusion. Concern over the gas situation influenced the NATC to drop its best-five-of-nine format in favor of a best-four-of-six approach, with two Nationals in each of the three regions. Also dropped was the local rider rule. A national competitor may now ride all six championship trials. 1980 schedule: May 24, Northern California; May 26, Southern California*; Aug. 30, Ohio; Sept. 1, Alabama'; Oct. 4, Colorado; Oct. 5, Texas**. (*Bicycle Trials Regional, **Bicycle Trials National)

American Road Racers Association awards banquet details have been announced. It takes place 7 p.m. on Dec. 16 at Mr. Al's Restaurant, 1050 W. Katella, Anaheim, and tickets are $8 each. Please notify Pat Manning at 213/842-7433 by Dec. 14. Better yet, mail the request to ARRA, 3407 W. Olive, Burbank, CA 91505, being certain it arrives before Dec. 14.

Husqvarna Motorcycle Company is offering extensive support to 60 Husky riders in motocross, enduro and desert racing competition. Plus, the top two motocross riders will receive additional support for the 1980 Trans-USA MX Series; riders who qualify for the ISDT will receive full factory support next September in France; and Husky riders winning recognized championship series in motocross, enduro or desert will be considered for a factory contract in 1981. Interested? File an application through a participating Husqvarna dealer.

Modified Motorcycle Association held their annual Toy Run from L.A.'s Griffith Park to the Rose Bowl parking lot on Dec. 1, and a crowd of 20,000 motorcyclists showed up with 20,000 toys in hand.

Honda, Kawasaki, Yamaha and Suzuki have donated $25,000 each to a sponsorship pool for the 1980 AMA Regional Motocross Championship Series. The $100,000 will be administered by AMA with an expected 24-30 events with $3,000 purses. Only those with AMA Pro licenses will be eligible, but there probably will be Amateur events run in conjunction with most of the races.

Kenny Roberts ran three days of tire testing at Daytona International Speedway recently, eventually breaking two TZ750 motors while averaging just over 100 mph around the 3.87 mile circuit. Asked how he thought the 1,000cc four-strokes will do in the Daytona 200, King Kenny replied, "I think the 750s will certainly be faster, but you just can't tell what people like Yoshimura will do with his Suzukis." The 39th Daytona 200 will offer over $80,000 in prize money to 80 of the world's best road racers.

Yamaha's motocross effort for the World Championship circuit will include two 125cc class riders — Sweden's Jeff Nilsson and Belgium's Marc Valkeneers — in addition to the two 500cc class competitors, Hakan Carlqvist and Andre Vromans. Team Advisor is the title that's been assigned to Heikki Mikkola, and his duties include acting as liaison with the motocross press, scouting for promising young riders and, of course, advising the team riders. He will be based in Finland and do some test riding for Yamaha.

According to Ed Youngblood, AMA Government Relations Director, the AMA is creating a Political Action Committee to raise and distribute funds to candidates running for U.S. Senate and U.S. House of Representatives. Named the American Motorcyclist Political Action Committee (AMPAC), the organization will be managed by a six-person board, composed of AMA staff and AMA members, appointed by the Association. A Political Action Committee is recognized by the Federal Election Commission as a group to assist candidates seeking political office. As soon as AMPAC's by-laws are completed, the AMA will seek approval by the Commission to get AMPAC underway by early 1980. "The problems motorcyclists have faced with poor government representation make it painfully clear that we haven't been visible enough to the nation's lawmakers in the last decade. By supporting legislators who understand our interests, we believe we can change that in the 1980's," Youngblood said. AMPAC fundraising will begin in early 1980. For info on contributing, write AMPAC, c/o AMA, P.O. Box 141, Westerville, OH 43081.

Prepare or beware. AMA Novice Pro MXers will not be allowed to ride in the '81 AMA National MX Series events if there are enough Expert-ranked riders to fill the 40-rider fields. No qualifying motos. And with the new AMA Regional MX program in the works for 1980, that could well be the case. (In other words, guys, if you want to be assured of an '81 ride, better get those advancement points.) Points are awarded at the rate of 10 for first, nine for second, etc., down to one for tenth place. And they're awarded in both feature motos as well as the qualifying motos in the regional events. If, for example, a rider wins his qualifier, then wins both motos, he gets 30 points toward the 80 required to advance to Expert.

No number plate numerals except the AMA-approved block numbers will be accepted in 1980.

Trans-USA promoters met recently and discussed the '80 series. They expect to run a five-race program with 250cc motorcycles only. There'll be a Trans-USA class, with *no* FIM sanction, and a Support class.

Continental Motosport Club's 4th Annual Golden State Series will be sponsored by Can-Am, and it all kicks off Jan. 5-6 at Saddleback Park. There's $75,000 in purse and contingencies in the 1980 series. Other contingency sponsors include IRC Tires, Hi Point, Dunlop, Scott USA, Maico, Bosch, Crotch Rocket, Husqvarna and Protrac. Grand Prize for the (Saturday) Sportsman series is a 1980 Can-Am 125cc MX-6, and that's in addition to $10,000 in awards.

Following the Jan. 5-6 Can-Am Golden State Series opener at Saddleback, the series moves onward to Lake Madera on Jan. 12-13, the Fremont Raceway on Jan. 19-20, back to Lake Madera on Jan. 26-27, to Prairie City OHV Park on Feb. 2-3, down to Carlsbad Raceway on Feb. 9-10, finally wrapping up at Indian Dunes Park on Feb. 16-17. More info at CMC, 714/557-3323.

Yamaha unveiled a bike that has been specially adapted to run on both ethyl alcohol and gasoline at the recent Tokyo Motor Show. The RS 125 has a bimetal vacuum switch valve mounted on the cylinder head which senses operating temperature and when that reaches 20 degrees centigrade it switches over from gas operation to alcohol. Yamaha calls the experimental bike Alcool.

Wedding bells will ring on December 15 for David Aldana and his bride to be, Sue Phillips of England. Barry Sheene will be best man at the cremony in England.

Prairie City OHV Park will host a Christmas Give-A-Way sponsored by the Sacramento County Department of Parks and Recreation on Christmas Day beginning at 8 a.m. Park visitors will find Christmas bows hidden throughout the park which may be exchanged for free gifts at the park office. Gifts are limited to one per visitor. Armor-All Products, Capitol Yamaha, Bill Walters Leathers, Robert Bosch Corporation and Rancho Cordova Suzuki have donated prizes for the Give-A-Way.

NORTHERN DATELINE

Mike Langley's spot on.

Langley dominates 250cc Intermediates at Tumbleweed Park

By Jerry Parsons

LEMOORE, CA, NOV. 25

Mike Langley continued his domination of Central Valley CMC motocross tracks with a convincing double moto victory in the 250cc Intermediate class. Langley showed his expertise early in the first race as he pulled the holeshot followed by Stacey Magrion riding a Honda. Will Barr rushed into the action for second but he got careless and was passed by Danny Ward who soon caught up to the leaders and followed them in for third.

The second moto started out much as the first with Langley again pulling the holeshot followed by Magrion and Ward. While Ward and Magrion fought for second Langley continued stretching his lead. By lap five Langley was slowed by lapped riders which allowed Magrion and Ward to gain ground on him. Magrion got to within passing range but couldn't match Langley's speed; Langley finished first followed by Stacey Magrion and Danny Ward in third.

The 100cc Junior class pulled off the line hot and heavy and, surprisingly, Pat Wymore, a Junior rider, pulled the holeshot followed by Eddie Roberts, riding 100cc Intermediate. Wymore held his lead over Roberts till lap three when Roberts overtook him. Joey Rogers and Del Criswell were going after Wymore now but Roberts continued pulling his lead while Wymore, Rogers and Criswell battled for a Junior win. Roberts took first Intermediate, Wymore first Junior, followed by Rogers and Criswell in second and third.

Moto two started with Wymore pulling the holeshot only this time he was followed by Joey Rogers. Eddie Roberts was running third but by lap two Roberts passed Rogers and was hoping to overtake Wymore in the same fashion. Much to Roberts' surprise he fought with Wymore up to lap five when he desperately had to pass. Halfway through lap five Roberts made his move, passed Wymore, and went on to take the win. Wymore finished first Junior followed by Joey Rogers in second and Mike Maurer third.

Results

60cc: 1. Doug Belcher (Suz); 2. John Culwell (Suz); 3. Ricky DeLaPina (Suz).
80cc 8-11 YEARS: 1. Dallen McKinney (Suz); 2. Tony Toste (Suz); 3. Gary Rurri (Suz).
80cc 12-15: 1. Eric Henley (Kaw); 2. Tina Patton; 3. Steve Hill (Kaw).
MINI INT: 1. Steven Day (Suz); 2. Wesley Furrh (KX); 3. Richard Griffith (Suz).
100 JR: 1. Pat Wymore (Suz); 2. Joey Rodgers (Suz); 3. Del Criswell (Suz).
100 INT: 1. Eddie Roberts (Suz).
125 JR: 1. Darin Vanderpool (Suz); 2. Doug Silva (Yam); 3. Kelly Laurence (Suz).
125 INT: 1. Steve Lacey (Suz); 2. Dave Furrer (Suz); 3. Henry Armendaiz (Yam).
250 JR: 1. Randy Walkingstick (Hon); 2. Joe Roark (Kaw); 3. David White (Mai).
250 INT: 1. Mike Langley (Hon); 2. Stacy Magarian (Hon); 3. Danny Ward (Suz).
OPEN JR: 1. Lee Marchand (Mai); 2. Caig Estrada (Suz); 3. Lindsey Nowack (Hus).
OPEN INT: 1. Harry Boudakian (Suz); 2. Gim Rowdwell (Yam); 3. Gary Wilson (Suz).

Turner, Wosick take it at Sand Hill D-36 MX

By Mel White

BRENTWOOD, CA, DEC. 2

Sand Hill Ranch plans to host AMA motocross every Sunday and the promoter claims that rain makes the sandy hillside track more desirable. They seem to want it to rain. But this weekend the track stayed dry, got rough, and provided for a challenging day of racing for about 280 riders. If there were any complaints it was about the early setting of the sun which necessitated shortened motos in the second round.

Eric Cavalier's Yamaha 80 was on the ground in pieces minutes before the take off of his race with another Yamaha rider, Dave Wood, feverishly reassembling it, apparently correctly, because Cavalier not only made the start but finished as well. Tyson Vohland and Tim Aston diced for the lead in that race until Aston fell back and did not finish the final lap. Ben Avery, the other Expert, was right there to take second place with Curt Bissell, an Intermediate, next in line. The second moto saw Tyson with a clear early lead after Aston crashed in the first turn. Bissell came on strong behind him.

In Division One of the 125cc Novices Mike Halliday took the holeshot and held a strong lead all the way. Bill Aguilar stuck behind him with Steve Jordan in third. The man on the move was Ted Stec who came up through the pack to finish fourth followed by Paul Duchscher. Ron Scheier got a good start off the line but killed his engine in an early corner and stood helplessly by while the majority of his 27 racing companions churned past him. By dint of hard riding he returned the favor for about 15 of them.

Bill Aguilar's was the first bike in the parade for the second moto. Chris McCurdy followed him until he dumped it on horseshoe hill leaving Duchsher and Halliday to battle for second. Halliday came in for second and Duchscher third, a preview of the overalls.

Berkeley White took the holeshot and was the early leader in the first moto of Division Two 125cc Novices. Denny Wells and Mark Terry were right behind but crashed into each other which gave White a little breathing space on the first lap. Mike Wilson got up into second and Jeff Remner moved to third. The second moto saw Ernie Sanchez in the lead to start but soon displaced by Terry, who put his win together with a first moto fifth to claim the overall win.

250cc Division One Novice Mike Ornella was first off the line just ahead of Wayne Smith and Eric Garretson. In the ensuing scramble Smith fell while Steve Hays made a brief hard move for a top position, but Garretson emerged as the leader with Dale Coy behind him and Ornella in third. The second moto in a race with the failing sunlight as well, Glenn Zitterquist on a Husky took a turn in front for most of the race. Garretson was only able to dislodge him during the final lap.

In Division Two of the 250cc Novices Neal Nelson on a Kawasaki had the holeshot and slid all over the track in his effort to hold on to it. He succeeded for half the race with Tony Torres and Scott Johnson forming a hot threesome out in front of the pack. Nelson finally slid around and went down on one knee long enough to let Torres and Johnson get past him. In the second moto Torres had it in front again all the way but Johnson and Nelson had to battle with Robert Nourse and Bill Perreault for most of the race before they finally both made it by for a repeat of their respective second and third place finishes.

Of the 15 125cc Experts, 13 were mounted on Suzukis. The other two rode Yamahas. Joey Schlag decided to try the 125cc action and he came out on one of the Yamahas. The other Yamaha mounted rider was Jeff Watts who tallied a 2-2 score. The first moto holeshot went to Scott Rebuck who was pulling away from Dan Turner when he lost his chain on the long downhill and had to pull off. Rebuck rejoined the race, but a crash put him in the hopeless category for moto one. Meanwhile, Jeff Watts had improved his fifth place start by moving into second by the third lap. He stuck with Turner the whole way.

Schlag got through the hole first in moto two with Rebuck, Turner and Watts immediately behind. Schlag's lead was short lived. Before the lap was over it was Rebuck, Turner and Watts in a three way go for first. Shortly before the white flag came out Rebuck gassed it a hair too much in a tight turn. His bike slipped out momentarily and in that moment Turner and Watts were past.

Dave Wood got away from all the 250cc Experts in moto one followed by Allen Berluti, Joe Schlag and Larry Wosick. In lap two Wosick got his green factory machine past Schlag and he was past Berluti early in the fourth lap to begin his move toward Wood. Wood went wide in a corner while Wosick took it on the inside which put Wosick right on Wood's fender and he was soon by. Wosick holeshot the second moto followed by Schlag, Berluti and Watts. Wood was back in sixth. Schlag was out of it in the third lap with mechanical failure. Berlui and Watts hung on to their second and third places and Wood was unable to get any closer to the front than fourth position.

The top five riders off the line in the Open Expert race were Dave Wood, Dean Wiggins, Allen Berluti, Dan Turner and Jerome Heiberger. It wasn't long before Turner had traded up to second and Wiggins had dropped back to fifth. A couple of riders back, Dave Woodall was making his bid until a flat tire ended the moto early for him. Meanwhile, Turner was ready to move again and reeled in Wood on the long downhill. The final blow for Dave Wood was a flat rear tire which caused him to limp across the finish line in third, behind Heiberger.

The second moto saw Wood out in front again with Turner back in seventh to start. By the second lap Turner had moved into second but Wood was out ahead, not likely to hold anything back. Turner was unable to chip away any of Wood's lead.

Results

O.T. EX: 1. Dick Mann (Suz).
O.T. INT: 1. Mike Heiberger (Mai).
O.T. NOV: 1. Richard Bettencourt (Yam).
MINI EX: 1. Tyson Vohland (Yam).
MINI INT: 1. Curt Bissell (Kaw).
MINI NOV: 1. Steve Nauman (Yam); 2. Mike Young (Yam); 3. Troy Joyce.
VET EX: 1. Tim Ricci (Hon).
VET NOV: 1. Nick Novak (Hon); 2. John Rasar (Mai); 3. Hank Wessel (Yam).
100 SPORTSMAN: 1. Shane Gurnsey (Yam); 2. Ray DeLeon (Suz); 3. Bob Beintken (Yam).
125 EX: 1. Dan Turner (Suz); 2. Jeff Watts (Yam); 3. Willee Miller (Suz).
125 INT: 1. Mark Duval (Suz); 2. Gary Hulls (Kaw); 3. Sam KNowlton (Suz).
125 NOV DIV I: 1. Bill Aguilar (Suz); 2. Mike Halliday (Suz); 3. Paul Duchscher (Suz).
125 NOV DIV II: 1. Mark Terry (Suz); 2. Mike Wilson (Suz); 3. Ernie Sanchez (Ka)w.
250 EX: 1. Larry Wosick (Kaw); 2. Allen Berluti (Mai); 3. Dave Wood (Yam).
250 INT: 1. Roger McCoy (Hus); 2. Larry Dashiell (Mai); 3. Richard Luther (Hon).
250 NOV DIV I: 1. Eric Garretson (Mai); 2. Dale Coy (Suz); 3. Rich Ramblas (Mai).
250 NOV DIV II: 1. Tony Torres (Hon); 2. Scott Johnson (Hus); 3. Neal Nelson (Kaw).
OPEN EX: 1. Dan Turner (Mai); 2. Dave Wood (Yam); 3. Jerome Heiberger (Mai).
OPEN NOV: 1. Rick Catton (Mai); 2. Jeff Lind (Suz); 3. Greg Smith (Yam).
OPEN INT: 1. Michael Lane (Yam); 2. Lee Miller (Suz); 3. Mark Hannum (Mai).

Dillon overall at Desert Rats cold cross country

By Phil White

MURPHY, ID, NOV. 25

A wave of 63 cold but die-hard desert racers converged on the Desert Rats of Idaho's smoke bomb and Dan Muller (400 YZ) led the surge over the hill on the 27 mile loop. The Rats had expected the Open class bikes to runaway and hide from the small bores but the 125s had other ideas. By the end of the first lap, all but two of the local hotdogs were broken down and out of contention.

Muller had led the race for a good portion of the loop until Sheldon Dillon (250 YZ) squeaked by, then Muller began to reel in Dillon as Dillon slowed with a flat. As Muller set him up for the pass to retake the lead his 400 YZ stuck the piston to the cylinder and the lead was inherited by Chip Young (125 RM). This was Young's second desert race and he was literally being pushed around the course by Sheldon Dillon (390 Hus). As they cleared the home check to pit, Dillon won the pit war and took over the lead.

Back on the course, local heavy Doug Maude (400 YZ) missed a turn and fell out of position in the top 10. The 125s were busy destroying everyone's idea that Open bikes are untouchable on a fast course with three of the top five at the end of the first lap being little buzzers. On the final two laps Dillon held off Young's 125 while the 250s and Open bikes began to pick off the little bikes. Dillon accepted his overall trophy shyly — this was his first overall win.

Almost all of the 35 finishers trophied and the Rats presented prizes furnished by most of the local motorcycle dealers. Racers all agreed the course was fun and they had a good time. Veteran Don Hulme won the drawing held for a pair of "new" Scott boots, but he graciously declined his prize when he found out they were really ancient Heckels used on a '68 Bul. (Yuk!).

The Rats send a special thanks to Leonard Cesena who brought his 390 OR Husky and three minis all the way from Seattle to attend his first Idaho race. Leonard made the 12-hour drive only to shear his kick starter off 20 minutes before the start. With a little help from the Rats he rode the race and finished second Senior. The Rats would also like to thank Oscar Anderson, Manager of the Owyhee BLM area and Deloris Blum (BLM) for allowing us to change the entire pit and start area the night before the

race. We all appreciate the good attitude of our local BLM.

Results

MINI EX: 1. Ron Wehr (Suz); 2. J. Barlow (Kaw); 3. D. Farnham (Yam).
MINI NOV: 1. S. Lankford (Kaw); 2. Jeff Bell (Suz); 3. J. Barlow (Kaw).
125 DIV: 1. C. Young (Suz); 2. L. Gregory (Suz); 3. M. Kelly (Suz).
250 EX: 1. Steve Henry (Hon); 2. Edsel STallings (YZ); 3. Larry Groesbeck (YZ).
250 NOV: 1. J. Hunter; 2. Bob Pickett (Hus); 3. Shortcut Neth (CZ).
OPEN EX: 1. Sheldon Dillon (Hus) 1st OA; 2. Darrel Lankford (Suz); 3. Bruce Stingley (Hus).
OPEN NOV: 1. D. DeChambeau; 2. D. Roberts (Suz); 3. R. Bucknell (Suz).
200 DIV: 1. Bill Houston (Kaw); 2. S. Rourke.
SR: 1. Chas. Shepard (Kaw); 2. Leonard Cesena (Hus).
VETS: 1. Hotshu Hulme (YZ).
WOMEN'S DIV: 1. Carol Smith (KX); 2. Arlene Gibson (PE).

Wood and Waxham clean house at Argyll Park

By Mel White

DIXON, CA, NOV. 18

Rain on Friday watered the track for Sunday's race at Argyll Park where masses of large mushrooms, responding to the wet conditions, adorned the track edges. It came as no surprise that by day's end the low spots boasted wet firm berms and the high spots dust, but in the beginning the track was extremely wet, muddy and slippery throughout. The bikes and riders most capable of handling the sloppy conditions appeared first to initiate the improvement process.

It was Open Expert Joey Schlag who grabbed the holeshot but Dave Wood led for the rest of the race. Brian Jodry pushed hard in third for half the race then slowed up a bit and came on strong again the last time around. Further back, Dean Shultz and John Saggan were making a race of it. On the last lap they both fell in the same corner, victims of the slick mud (not each other).

Moto two began as a replay of the first. Schlag came out in front but could not hold it for a second lap before Wood took over. Jodry moved past Starr Needham to be third in line until Needham wicked it and flew by both Jodry and Schlag to claim second. Jodry became impatient in fourth and put the move on Schlag for third and then Needham to claim second at the checkered.

The Open Intermediates were missing Colin MacDonald who crashed during practice and seriously injured his ankle, thus ending his hopes for the day and perhaps for a while to come. Rick Van Zant, however, showed supreme confidence by entering the race wearing a white jersey. John Scruggs pressed hard to pass and received for his troubles a solid brown coating to his otherwise blue garbed self. Van Zant's confidence was justified as he made it on across the finish line looking almost as good as when he began.

In the second moto Lee Miller gave up his holeshot to Jesse Guymon by overshooting the first turn; but no matter, Van Zant had it by halfway through the lap and stayed ahead the whole way. This round it was Randy Pearson who had the second position from which he made a serious bid for Van Zant's first place, finishing right on his fender.

The first turn re-sorted the Open Novice riders but any way you looked at it Mike Williams and Greg Smith were ahead on the first lap. Brian Mitchell got by Smith but in his eagerness he slipped in the mud, as did Smith, which left the second spot to Frank Sacher who was next in line. Sacher's bike sounded terrible but it kept going and Tom Pietro in third never got close.

In moto two Williams again led everyone else, but only for one lap. Tom Pietro took over first and kept it. Sacher again finished second after battling Smith and Tom Sweeney.

In both motos of the 250cc Expert race Dave Wood led from the beginning and Joey Schlag maneuvered his way into second. In moto one Mark Hearn kept his Yamaha in third in front of Randy Pockrandt for half the race and then dumped it. By that time Wood was long gone, almost 20 seconds ahead of Schlag who had another 20 on Pockrandt.

In the second moto Starr Needham was on the move behind Wood and Schlag. Needham got by both William Jamerson and Bill Leonheart as well as Mark Hearn for third. Leonheart, Jamerson and finally Pockrandt traded around behind Hearn waiting for a chance by. Only Pockrandt made it before Hearn was halted with a broken throttle.

The 250cc Intermediates were the biggest group of the day. In moto one Ken Palmer had the holeshot but couldn't keep it; Ray Spore, Jr. took it and could. The second round saw Mark Palmer out in front but soon overtaken by Roger McCoy. Mark never gave up and he shadowed McCoy across the line followed by Spore.

The first division 250cc Novices saw Chuck Beck out in front with Bret Preble coming on strong in the first moto. In moto two Nick Bishop took the holeshot and developed the longest first lap lead of the day. Preble was next in line but whatever Bishop was using, it worked! He eased up a bit before the flag, but still came in comfortably ahead.

The 125cc Expert well in front at the start of both motos was Mike Beier riding a Suzuki. Each time Dana Waxham tried to catch him with a Yamaha — and did. The first time Waxham took it past when Beier's bike shagged something which sent him over the bars and through a complete flip to a miraculous landing on his feet. Beier was quickly away again only giving up first place while executing his gymnastic feat.

In the second moto Beier dropped it momentarily in a muddy corner, clearly a mistake that resulted in Waxham zipping past to finish the day with perfect 1-1-1 scores. ●

Results

VET INT: 1. Mike Williams (Mai).
VET NOV: 1. Harv Dunham (Mai); 2. Dave Nelson (Mai).
O.T. NOV: 1. Milton Emery (Yam).
OPEN EX: 1. Dave Wood (Yam); 2. Brian Jodry (Mai); 3. Joey Schlag (KTM).
OPEN INT: 1. Rick Van Zant (Suz); 2. Lee Miller (Suz); 3. John Scruggs (Mai).
OPEN NOV: 1. Tom Pietro (Suz); 2. Frank Sacher (Yam); 3. Tom Sweeney (Yam).
250 EX: 1. Dave Wood (Yam); 2. Joey Schlag (Mai); 3. Randy Pockrandt (Mai).
250 INT: 1. Ray Spore, Jr. (Yam); 2. Roger McCoy (Hus); 3. Paul Hansen (Suz).
250 NOV DIV I: 1. Nick Bishop (Mai); 2. Bret Preble (Yam); 3. Chuck Beck (Suz).
250 NOV DIV II: 1. Bill Willis (Hon); 2. Rick Grosselauser (Mai); 3. Tony Torses (Hon).
MINI: 1. Ray Fietton (Suz); 2. Chris Heyman (Yam); 3. Mike Young Jr. (Yam).
MINI EX: 1. Eddie Gold (Kaw); 2. Jeff McCray (Suz).
100cc: 1. Bill Reese (Suz); 2. David Parkening (Suz).
POWDER PUFF: 1. Marcy Lewis (Suz).
125 EX: 1. Dana Waxham (Yam); 2. Mike Beier (Suz); 3. Mike Preston (Suz).
125 INT: 1. Scott Yarborough (Suz); 2. Bob Zeipelt (Suz); 3. Cory Cantaloupi (Yam).
125 NOV DIV I: 1. Mashbir (Hon); 2. Gary Plaatje (Hon); 3. Scott Rohos (Suz).
125 NOV DIV II: 1. Matt Elkins (Suz); 2. Vernon Forsyth (Yam); 3. Ron Shafer (Suz).

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Open Expert	TONY DI STEFANO	Hus
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125 Expert	CHAPPY BLOSE	Kaw
Mini Expert	TROY BLAKE	Suz
Open Amateur	JOHN BEANER	Yam
250 Amateur	GREGG STERAUN	Yam
125 Amateur	RICK COLLINS	Suz
100 Amateur	BOBBY LEON	Yam
Mini Amateur	BYRON BURNER	Yam
250 Novice	WES McBRIDE	Yam
125 Novice	JESS GONZALES	—
Mini Novice	CHUCK CHAGMANN	Suz
Pee Wee Novice	BILLY JO CARSON	Hon
Open Beginner	WAYNE HAGAN	Yam
250 Beginner	GARY MANN	Mai
125 Beginner	SCOTT GETTINGER	Suz
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First ever U.S. Sidecar Trials champs Chuck West and Art Sanderson.

Footit/Moorefield at ease.

Sullivan, Jorski and Day mob pay line at Mosier Valley

By Charlie Wiese

ARLINGTON, TX, DEC. 2

North Texas motocross enthusiasts were treated to some fine racing from mini to mighty. Mosier, a track usually dominated by Dallas-Ft. Worth riders, was in fine shape, fairly fast with no dust.

The morning program began with the Mini Juniors "moving dirt" first. David Barnhill dominated the action with Scott Chandler taking second place honors.

Tim Long led the way in the Mini Senior action with Jeff Barker in his roost for most of the morning. Butch Wesson and David Chandler rounded out the top four in the Mini Senior class with Flynn Coon and Shane McMahon following in order.

"Old Man," T.C. Carter led the Over 30 Juniors on his self sponsored, self tuned Yamaha. T.C. was followed by "Go Home" Gorman who was "lookin' good" with consistent rides in both motos.

Over 30 Intermediate action was intense, with Gary "lead foot" Chandler coming back after a first moto battle with Tom Hollister to take the overall honors. Bob "Superman" Pope wound up third with Sonny Triutt, Mike Pegues and Elmer Morgan following in the overall column.

Roger Schellenberger showed the small field of 100cc Novices who's boss. Chris Parker came back for second with James "Red Baron" Stoner third.

Dub McAda led Division One of the 125cc Novices when the moto finishes were tallied. McAda came from a poor start in round two to finish second behind Chris Hance. Hance was second overall with Pat Dansby third.

Division Two was a Robby Wilson benefit as Wilson, aboard an '80 model RM, blitzed the field for the overall win. Craig Sullaksen was second with Ricky Prailey making it into the top three.

Jacyce McMahon led the 250cc Novices to the checkers after some tight racing with Tommy Wieboech. The two young racers were handlebar to handlebar with Tom Johnson following in third and Vern Jablonsky a consistent fourth.

Open Novice action was dominated by Greg Butler who was flawless all morning long, keeping his blue bike in front from gate to flag. Joseph George was second with Glover Smith rounding out the top three.

The last race of the morning program was the new Beginner class. Joe McNeely proved quickest with wins in both motos. Kent Sperling was also consistent and quick, ending up second overall.

The 125cc Intermediate class was first to pound the starting gate with "Lil" Jeff Pendergraft's Suzuki moving through the pack to win with a perfect score. Todd Smith and Lloyd Olson followed the speedster in the overall column.

125cc Expert action was next with Randy Sullivan dominating both motos with his fluid form. Randy Kirschbaum, from Kansas, came from behind to finish second ahead of Kirk Dillon and Terry Maddalazo.

Nathan Nash put together a pair of consistent rides to take the 250cc Intermediate classs. Jeff Kring was second after a tough second moto battle.

"Okie" Trey Jorski took home the bucks in the 250cc Expert class. After a race long battle with early leaders Robbie Pannell and Nick "The Stick" Cordova, Jorski received the nod in the deciding moto. Cordova was second, after a flat in the first moto and a close encounter with Pannell in the second moto. Randy Kirschbaum tried to steal the show by winning the first moto but he had trouble in the second round. Pannell's consistent 4-4 finishes were good for third, aceing out Kirschbaum with a better showing in the second moto.

Open Intermediate racing was headed by Gary "The Nose" Mason who came back after bike problems in the first moto to win the second. David Smith was second with Eddie Sames third all day.

The day's racing was topped off with the exciting Open Experts. "Okie," John Day won out in a three way tie with Monte Anderson and Kirk Spencer by winning the second moto. Day held off Anderson in round two with the power of his kitted Yamaha proving too much for the talented Anderson; a first turn encoutner claimed half the other riders and slowed the starts of both Anderson and Spencer.

Results

MINI JR: 1. David Barnhill (Yam); 2. Scott Chandler (Yam); 3. Troy Talley (Suz).

MINI SR: 1. Tim Long (Yam); 2. Jeff Barker (Suz); 3. Butch Wesson (Yam).

OVER 30 JR: 1. T.C. Carter (Yam); 2. Go Home Gorman (KTM); 3. Dave Mills (Hon).

OVER 30 INT: 1. Gary Chandler (Mai); 2. Tom Hollister (Kaw); 3. Bob Pope (Mai).

100 NOV: 1. Roger Schellenberger (Yam); 2. Chris Parker (Suz); 3. James Stoner (Suz).

125 NOV I: 1. Dub McAda (Yam); 2. Chris Hance (Hon); 3. Pat Dansby (Suz).

125 NOV II: 1. Robby Wilson (Suz); 2. Craig Sullaksen (Hon); 3. Ricky Prailey (Suz).

250 NOV: 1. Jacyce McMahon (KTM); 2. Tommy Wieboech (Kaw); 3. Tom Johnson (Mai).

OPEN NOV: 1. Greg Butler (Bul); 2. Joseph George (Yam); 3. Grover Smith (Yam).

BEG: 1. Joe McNeely (Suz); 2. Kent Sperling (Suz); 3. James Edwards (Suz).

125 INT: 1. Lil Jeff Pendergraft (Suz); 2. Todd Smith (Kaw); 3. Lloyd Olson (Hon).

125 EX: 1. Randy Sullivan (Suz); 2. Randy Kirschbaum (Suz); 3. Kirk Dillon (Yam).

250 INT: 1. Nathan Nash (Hon); 2. Jeff Kring (C-A); 3. Robert Taylor (Hon).

250 EX: 1. Trey Jorski (Kaw); 2. Nick Cordova (Hon); 3. Robbie Pannell (Bul).

OPEN INT: 1. Gary Mason (KTM); 2. David Smith (Suz); 3. Eddie Sames (Suz).

OPEN EX: 1. John Day (Yam); 2. Monte Anderson (Mai); 3. Kirk Spencer (Yam).

First U.S. Observed Side Car Trials national to West/Sanderson

By Keela Wicker

KANSAS CITY, MO, NOV. 18

After witnessing almost every other form of motorcycle competition on the U.S. scene, observed side car trials is a refreshing addition to the sport and perhaps the most enjoyable to watch. The unique aspect about this sport is that it requires ultimate teamwork and an almost mystical communion between rider and 'monkey'.

The combined efforts of Chuck West, of the Tryals Shope in Cookeville Tennessee, and 'Wild' Bill Milliken, of the Mid-America Trials Team in Kansas City, Missouri, produced the first side car national held in the U.S. This event, sanctioned by the A.O.T.S.C.A. (American Observed Trials Side Car Association), was put together on relatively short notice and only eight teams were able to make the journey.

An information exchange/social hour was held on Saturday: everyone present wanted to get a chance to try out these new machines and the proud owners were happy to oblige. The pressure that accompanies a solo national was non-existent. The atmosphere surrounding this event was one of having a good time and "you show me what you can do and I'll show you what I can do."

As all the trucks and vans rolled in on Sunday morning it was hard to tell that anything special was about to happen. The only clue came when *P.M. Magazine* (complete with producer, cameraman, and a pretty lady reporter) pulled in to the gates of the quarry. As everyone was visiting and waiting for the festivities to begin, the *P.M.* crew tried in vain to mount a camera on one of the hacks. When this failed, Chuck West obliged a new 'monkey' complete with camera and set off for the creek on a ride the camera crew will long remember. Even the lady reporter got first hand experience on the story she was about to cover.

At 1:00 the first side car team headed for section one with the others following at one minute intervals. What lay ahead for the teams were 12 sections on each of their three loops.

The Michigan team of Dobos/Hendrickson were the first to arrive. The section was laid out in a creek with U-shaped turns on both banks. The pair from Michigan negotiated their way through with a three point loss. The first clean of the national came when Arizona's Footit/Moorefield made a beautiful assault on the section. Disaster struck Colorado's Haberbash/Luellen as their rig got stuck in the sand which brough them to a grinding halt.

The M.A.T.T. club did an excellent job of setting up a variety of sections, one of which was a hillclimb with a left turn at the top. All of the teams had enough speed to get to the top, but making the turn proved disastrous to husband and wife team, Don and T.J.: their machine turned over rig side down which sent the Mrs. rolling.

Section 10 was disastrous to almost everyone on their first attempt. This section was most demanding on the 'monkey' with a severe off-camber run followed by an exit across a drainage ditch. Without proper weighting the rig went toppling; and if that didn't stop you the ditch would. The best ride was posted by the Arizona team who powered their machine across the ditch.

The Master class in the solo division had a close battle going with only three points separating the top four places. Bruce Carver and Dale "Ducky" Malasek turned in scores of 28 with the tie-breaker going to Carver. Dick Flynn and Ricky Shanks had identical scores of 31 with Flynn winning out on the number of cleans.

Pics by Wic and Bob Mellot took on a slight resemblance to the *P.M.* crew as both were equipped with color video cameras. When the trial was over, all could be found sitting around Bob's motor home, complete with TV and recorder, watching the events that had taken place that day. Riders got a big kick out of seeing themselves and their competitors on the tube. Wick and Bob are putting together a video tape of the national and if anyone is interested in getting a copy you can write to: Pics

by Wic, 3202 S. Magnolia St. Denver, Colorado, 80224.

The taste of victory is "oh so sweet" for Chuck West and Art Sanderson as they are the National Side Car Champions for 1980. For Allen Carpenter and Tom Ellis, the drive back to Colorado was disappointing and painful. Allen broke a rib while practicing on Saturday but wasn't about to give up his chance to compete. Everyone set off for home with the same thing on their minds. We will long remember this day in Kansas City and look forward to next year when we meet again.

Results

NATIONAL SIDE CAR: 1. Chuck West/Art Sanderson (24); 2. Roger Footit/Rick Moorefield (50); 3. Larry Dobos/Bob Hendrickson (‡4); 4. Don Treese/T.J. Treese (76); 5. John Haberbash/David Luellen (92); 6. Allen Carpenter/Tom Ellis (115).

SUPPORT SIDE CAR: 1. Jerry McClary/Rick McClary (25); 2. Mike Carpenter/Jim Bridges (74).

SOLO RESULTS

MASTER: 1. Bruce Carver (28); 2. Dale Malasek (28); 3. Dick Flynn (31); 4. Rick Shanks (31); 5. Eddy Kessler (35); 6. Jeff Snider (47).

EX: 1. Jim Valier (38); 2. Jim Bridges (41); 3. Buster Snider (48).

AM: 1. Ted Charveze (39); 2. J.B. Miller (46); 3. Steve Jones (50).

NOV: 1. Cal Blumhorst (1); 2. Ronnie Lines (11); 3. Cliff Applegarth (12).

Langdrum, Wedding and Spencer highlight Texas MX

By Charlie Wiese

LAKE WHITNEY, TX, NOV. 25

Action started early and finished late on the rough and dusty Lake Whitney Cycle Ranch circuit but spectators got their money's worth at each and every drop of the gate.

The morning Novice program began with the mini-minis, and Clay Branch (Suz) won with a consistent (2-2). Jr. Mini's were next and Tuff Freed (Suz) put his name at the top with (1-2) finishes. Sr. Mini action had the spectators "wowing" as Bryan "Boom Boom" Abernathy (Yam) kept his win streak alive with two perfect moto finishes.

Over 30 riders were next up with the "old men" being split into Intermediate and Expert divisions. T.C. "Top Cat" Carter led the way in the Intermediate class with a perfect score closely followed by Ray Neal (Yam), who came back from a poor start in the second moto. The Expert division was led by Dudley Gage (Suz) who put together two wire to wire victories.

The 100cc class was next and Chuck Dawson (Suz) was not to be denied. Dawson finished (2-1), after a thrown chain in the first moto, and he looks smoother with every outing. Mike Foytik (Suz) matched Dawson's score, however, the second moto is the tiebreaker and Dawson was on top in that moto.

The 125cc Novices were split into divisions one and two and talents were divided also. M. Foytik took his Big Town Suzuki to the winners circle in division one with a (1-1) tally and C. Dawson was the man to beat in division two. Quick, smooth rides on his Suzuki earned him a (1-1) tally.

The 250cc Novices rounded out the program in fine form with Tim Smith (Yam) easily taking the win. Des Amick (Hon), came from behind to finish a respectable second with 2-2 moto scores.

The 125cc Intermediate class was first to hit the afternoon starting gate. When the dust had cleared Rodney Wigginton (Hon), emerged the victor after winning both motos. With a come from behind win in the first moto, and a wire to wire lead in the second, Wigginton was *the* man to beat. Tim Butler (Suz) led the first moto until Wigginton put a last lap move on him. Butler got out of shape, but he recovered for fourth. In the second moto Wigginton was gone from the start; Butler managed a second.

125cc Experts pounded the dusty circuit next with Houstonain Kyle Langdrum (Suz), heading the field in the overall column. Dennis "Max" Brand (Hon), ended up second, although he won the second moto with a smooth ride on his quick red bike. The rest of the class became victims of a poorly maintained course as get offs and DNF's plagued the rest of the field.

250cc Intermediates were dominated by the red bikes of Glen Goodier (Hon) and Cris Jackson (Hon). Goodier led both motos from the gate to the flag but he was constantly reminded of Jackson's presence in the final moto.

250cc Experts were next to pilot their bikes around the sandy circuit. Derek Wedding on his Howard Racing Honda flew the red rocket to victories in both motos. Wedding had some close company from D. Brand (Hon) who was knocking at his door by the finish of the first moto. In moto two Nick "The Stick" Cordova (Hon) was the one applying pressure but Wedding's horsepower advantage was too much for Cordova, who settled for second in the moto and second overall.

In the Open Intermediate class "Bullet" Bobby Kyle (Yam) had such a lead in the first moto that second place, Eric Berg (Yam), couldn't even catch his dust. In the second round Gary Mason (KTM) and David Banton (Yam) battled with Banton coming in second and Mason third in the moto and overall.

The last class for the day was the Open Experts. Kirk Spencer (Yam) and Monte Anderson (Mai) had a two man race in both motos. Spencer led out of the gate in moto one while Anderson was caught in traffic. Anderson made a charge but Spencer, with the powerful Yamaha, won the battle and the war.

Results

MICRO-MINI: 1. Clay Branch (Suz); 2. Chris Anderson (Yam); 3. Sugar Bear Reynolds (Suz); 4. Dennis Richards (Yam); 5. Eric Culver (Yam); 6. Peter Thornfield (Suz).

JR MINI: 1. Tuff Freed (Suz); 2. Tiger Foytik (Suz); 3. Peter Thornfield (Suz); 4. Lorne Cox (Suz); 5. David Barnhill (Yam); 6. Shannon Burns (Yam).

SR MINI: 1. Bryan Abernathy (Yam); 2. Carroll Richardson (Yam); 3. Kent Elliff (Suz); 4. Brent Carrizales (Yam); 5. Barry Brauel (Suz); 6. Flynn Coon (Suz).

OVER 30 EX: 1. Dudley Gage (Suz); 2. D. Leatherwood (Mai); 3. Sonny Truitt (Mai); 4. L.D. Riddle (Kaw); 5. Mike Pegues (Suz).

OVER 30 INT: 1. T.C. Carter (Yam); 2. Ray Neal (Yam); 3. Alan Davis (Suz); 4. Jerry Boren (Yam); 5. Whitney Fanning (Mon).

100 NOV: 1. Chuck Dawson (Suz); 2. Mike Foytik (Suz); 3. Ed Brake (Suz); 4. Mark Bartee (Suz); 5. Dean Miller (Yam); 6. Rick Green (Suz).

125 NOV I: 1. Mike Foytik (Suz); 2. John Rodd (Suz); 3. Bobby Morris (Hon); 4. Donnie McMillon (Suz); 5. Mark McCandless (Yam); 6. Mark Nelson (Yam).

125 NOV II: 1. Chuck Dawson (Suz); 2. Craig Gullaksen (Hon); 3. Glenn Johnson (Suz); 4. Guy Larsen (Suz); 5. Jerry Burnap (Yam); 6. Robby Edwards (Suz).

250 NOV: 1. Tim Smith (Yam); 2. Des Amick (Hon); 3. Joe Acklen (Yam); 4. Kevin Obar (mai); 5. Jimmy Henzler (Suz); 6. Wayne Carnes (Suz).

125 INT: 1. Rodney Wigginton (Hon); 2. Tim Butler (Suz); 3. Bucky Houston (Suz); 4. Aubrey Wright (Hon); 5. Bart King (Suz); 6. Willie Bensley (Suz).

125 EX: 1. Kyle Langdrum (Suz); 2. Dennis Brand (Hon); 3. Randy Sullivan (Suz); 4. Mike Cupito (Suz); 5. Keith Davis (Hon); 6. Jerry Surber, Jr. (Hon).

250 INT: 1. Glenn Goodier (Hon); 2. Cris Jackson (Hon); 3. Luther Lowman (mai); 4. Scott Davis (Suz); 5. Vance Sonderer (Yam); 6. Wyatt Seals (Kaw).

250 EX: 1. Derek Wedding (Hon); 2. Nick Cordova (Hon); 3. Robby Pannell (Bul); 4. Joe Jordan (Kaw); 5. Tony Nielsen (Yam); 6. Dennis Brand (Hon).

OPEN INT: 1. Bobby Kyle (Yam); 2. David Banton (Yam); 3. Gary Mason (KTM); 4. Dan Lackey (Yam); 6. T. Crawford (Yam).

OPEN EX: 1. Kirk Spencer (Yam); 2. Monte Anderson (Mai); 3. David Boles (Mai); 4. Jack Beckham (Suz); 5. Darrell Hollingshead (Suz); 6. Joe Smith (Yam).

Speedway racers provided a terrific half time show for fans at Ft. Worth.

Gulledge gets Lone Star Indoor win

By E. Douglass
Photo by Camera Arts of Arlington

FORT WORTH, TX, NOV. 17

Half time at the Lone Star Indoor series is always a surprise and tonight Speedway riders provided an on form performance for everyone. Riders in the special Speedway event had two heat runs and one match race and the winner from each race then went on to ride the main event. The winner of the main event in the Speedway program was Mike Hughes (Jap) from Bethany, Oklahoma, sponsored by MJH Promotors.

In the Automatic class, Cory Witt (Suz) earned his ticket to the winners circle with first timer Kim Gully (Yam), sponsored by Cowtown Yamaha, close for second and Greg Teague third.

Phillip Dyson (Suz) held his lead to the checkered flag with Bubba McCoy (Yam), in his first time on the track, coming on strong to second in the 65cc class.

Dodd Dyson (Suz) never relinquished his lead in the 85cc Sr. class. Jimmy Thompson, sponsored by Carter Yamaha, held second for seven laps but on the eighth lap Ross Duncan (Yam) blasted into second, relegating Thompson to third.

In the 85cc Jr. Trophy class, the race for first found close company for Joe Hodges (Hon), Larry Godwin (Yam) and Lane Gulley (Yam). Flying on their machines, wire to wire all the way, Joe Hodges (Hon) sponsored by Glenn Stubblefield L.B.R.T., grabbed first with Cowtown Yamaha's Larry Godwin (Yam) coming in second and Lane Gulley (Yam), sponsored by Cowtown Yamaha, third overall.

Steve Gulledge (Hon) got a strong starting and held on to win the 85cc Expert. It seemed as though Billy Orr (Suz) would follow suit for second but on the ninth lap he had some trouble. Keeping the win in the family, Charly Orr (Hon) took his position and rode home for second with Rusty Patillo (Hon) third.

Janie Debrick (Hon) and Chrissa Douglass (Yam), sponsored by Cowtown Yamaha, brought some excitement to the track in the Powder Puff class. So much, in fact, people were wanting to see a match race between the two. The pair kept shuffling for the lead but on the last lap and the last curve Debrick was able to cut inside and took it straight to the checkered flag. Douglass took to the outside with a strong drive for second.

Bill Herndon, over-anxious to start the race, was put on the back row; but that didn't stop him. Carving his way through the pack he took the lead on the eighth lap from Keith McCullough (Yam) and held his position for win. The tables turned again for McCullough who was in second until the 10th lap when he was over powered by Gregg Harrison (Hon). That's the way it ended in the 86-125cc class: Bill Herndon, Gregg Harrison, and Keith McCullough.

In the Open Trophy, Pat Kennedy (Bul) controlled the lead all the way to the last lap but a few yards before the finish he fell victim to Gregg Harrison (Hon). Harrison took first and Kennedy second.

In the Open Expert, three great riders staged an epic battle for the lead but positions never changed for Steve Gulledge (Bul), Bill Herndon (Bul), and Terry Poovey (Hon). The trio were hanging in there to the end but after a scorching race Steve Gulledge grabbed the honors with Bill Herndon second and Terry Poovey finishing third on a less than adequately powered bike. ●

Results

AUTO: 1. Cory Witt (Suz); 2. Kim Gulley (Ital); 3. Gregg Teague (Suz).

0-65: 1. Phillip Dyson (Suz); 2. Bubba McCoy (Yam); 3. Chrissa Douglass (Yam).

0-85 SR: 1. Dodd Dyson (Suz); 2. Ross Duncan (Yam); 3. Jimmy Thompson (Yam).

0-85 JR: 1. Joe Hodges (Hon); 2. Larry Godwin (Yam); 3. Lane Gulley (Yam).

0-85 EX: 1. Steve Gulledge (Hon); 2. Charly Orr (Hon); 3. Rusty Patillo (Hon).

POWDER PUFF: 1. Janie Debrick (Hon); 2. Chrissa Douglass (Yam).

86-125 TROPHY: 1. Bill Herndon (Bul); 2. Gregg Harrison (Hon); 3. Keith McCullough (Yam).

OPEN TROPHY: 1. Gregg Harrison (Hon); 2. Pat Kennedy (Bul).

OPEN EX: 1. Steve Gulledge (Bul); 2. Bill Herndon (Bul); 3. Terry Poovey (Yam).

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Yamaha & Suzuki 80 '78	7.5"
Yamaha YZ 50	6.5"
Suzuki RM 100 '79	10"
Suzuki RM 125/400 '79	12"
Suzuki RM 250/400 '78	10"
Suzuki RM 125 '77, '78	10"
Honda XL 250/500 '79	9.5"
Honda XR 250/500 '79	9.25"
Honda XR 185 '79	9.25"
Kawasaki KLX 250 '79	10.75"
Kawasaki KX 125/250 '79	11"
Kawasaki KX 80 '78	8.3"
Husky '77, '78	11.5"

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CALENDAR

CHAMPIONSHIP EVENTS

Tentative 1980 AMA/Winston Pro Series Schedule

2/8	Houston, TX/TT
2/9	Houston, TX/ST
3/9	Daytona Beach, FL/RR
5/4	San Jose, CA/M
5/10	Gardena, CA/H-M
5/17	Topeka, KX/H-M
5/31	Louisville, KY/H-M
*6/1	Elkhart Lake, WI/R
6/7	Laurel, MD/H-M
6/15	Loudon, N/RR
6/20	Hinsdale, IL/TT
6/22	Columbus, OH/H-M
6/29	Braselton, GA/RR
7/4	Sacramento, CA/M
*7/6	Brooklyn, MI/RR
7/12	Castle Rock, WA/TT
7/13	Sears Point, CA/RR
7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
**8/3	Laguna Seca, CA/RR
*8/10	East Rutherford, NJ/M
8/17	Pocono, PA/RR
8/17	Cedar Rapids, IA/H-M
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
*9/14	Watkins-Glen, NY/RR
9/21	San Jose, CA/M
9/28	Riverside, CA/RR
10/5	Gardena, CA/H-M

* Pending
**Non-National
All dates & locations subject to change

Tentative 1980 AMA National Motocross Schedule

2/9	Seattle, WA/Stadium MX
2/10	Seattle, WA/Stadium MX
2/17	Oakland, CA/Stadium MX
3/1	Atlanta, GA/Stadium MX
3/8	Daytona Beach, FL/Stad. MX
3/14	Houston, TX/Stadium MX
3/15	Houston, TX/Stadium MX
3/23	Sacramento, CA/125—250 National
3/30	Phoenix, AZ/125-250 Nat'l
4/13	Houston, TX/125/250 Natl
4/26	Pontiac, MI/Stadium MX
4/27	Pontiac, MI/Stadium MX
5/3	New Orleans, LA/Stad. MX
5/4	New Orleans, LA/Stad. MX
5/10	Kansas City, KS/Stad. MX
5/18	Southwick, MA/125-250 National
5/25	Mt. Morris, PA/250-500 Nat'l
6/1	Buchanan, MI/250-500 Nat'l
6/8	Atlanta, GA/250-500 Nat'l
6/15	Lakewood, CO/250-500 Nat'l
6/22	Carlsbad, CA/500cc GP
6/29	Sears Pt., CA/500-125 Nat'l
7/6	Washougal, WA/500-125 National
7/12	Los Angeles, CA/Stad. MX
7/13	Los Angeles, CA/Stad. MX
7/20	New Berlin, NY/250cc GP
7/27	Lexington, OH/125cc GP
8/9-10	Philadelphia, PA/Stad. MX
8/24	Binghamton, NY 500-125 National
8/31	St. Petersburg, FL/500-125 National
9/21	Lexington, OH/Trans-USA
9/28	Buchanan, MI/Trans-USA
10/5	New Berlin, NY/Trans-USA
10/12	Atlanta, GA/Trans-USA
10/19	Sears Pt., CA/Trans-USA

All dates & locations subject to change

Tentative 1980 AMA National Enduro Schedule

Western Region

2/24	150 mi. Nat'l Chaparrals MC Placentia, CA 714/528-3007
5/18	100 mi. Nat'l Lobos, Inc. Oregon City, OR 503/656-5801

Central Region

6/15	100 mi. Nat'l Range Riders MC Grand Rapids, MN 218/326-6772
8/17	200 mi. Nat'l Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

3/2	100 mi. Nat'l Georgia Crackers MC Decatur, GA 404/961-0998
3/16	100 mi. Nat'l No. Virgina Trail Riders Centreville, VA 301/937-8186
6/22	150 mi. Nat'l Enduro Riders Assn. Columbus, OH 614/272-8146
8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia End. Riders Asn. Columbia, SC 803/356-4556

Tentative 1980 ISDT Qualifier Schedule Two and three day Reliability Trials

3/22-23	Tellico, TN Volunteer Riders Knoxville, TN 615/588-0879
4/12-13	Maplesville, AL Perry Mtn. MC Maplesville, AL 205/366-2682
4/19-20	Tulsa, OK Tulsa Trail Riders Jenks, OK 918/583-5485
4/26-27	Glendale, CA Sunland Shamrocks MC Sunland, CA 213/243-1101
5/10-11	Rose City, MI Bentwheels Comp Club Utica, MI 313/247-1039
5/24-25-26	McMinnville, OR Trask Mtn. MC McMinnville, OR 503/472-3828
5/31-6/1	Bellingham, WA Mt. Baker MC Bellingham, WA 206/734-8631

NMRA 1980 Drag Race Schedule

*3/14-16	Gainesville Raceway NHRA Gatornationals Gainesville, FL
4/12-13	Gainesville Raceway Gainesville, FL
*4/25-27	State Capitol Dragway NHRA Cajun Nationals Baton Rouge, LA
5/24-25	New England Dragway Epping, NH
6/14-15	Edgewater Raceway Park Cincinnati, OH
7/4-5	Indianapolis Raceway Park Indianapolis, IN
8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

EVERY WEEK

Friday

CALIFORNIA

D-36 NIGHT ROUGH Scrambles
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. Brentwood, CA. Gates open 5 p.m., prac. 7, race 8. Entry $15 Ex., 80% p.b., $11 Sptsmn $11 30% brass. Spect. $4. D-36 numbers and colors a must. Tom Anderson 415/798-5695; 634-3328.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro : Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor, OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddelback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA.

Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4879.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

OREGON

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438, 668-4851.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, INc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

OREGON

OPEN SPORT RIDING/ FLAT TRACK/ MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

December 14

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bld. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies. contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

December 15

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

December 15-16

RUSS DARNELL MX SCHOOL
Oasis Raceway, Clearlake, CA. Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

December 16

D-38 LAST CHANCE HARE SCRAMBLES
Imperial Valey, CA, Superstition Mountain area. Marked from I-8 in Imperial Cty. at Dunaway Rd. exit. N to old Hwy. 8 (S-80) turn R, go approx. 4.2 mi. E & turn L on Huff Rd. Go N about 6.5 mi. watch for arrow indicating L turn on dirt road to pits & camp. Sign up 4-6 p.m. Sat; 7-9:25 Sun. All classes welcome. 4' brass to 1st overall. 20% trophies. 4-20mi. loops. Entry $9. No memb. req. 10:00 a.m. start. SCDSC & Fudpuckers Racing Team. 714/427-5759.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $9 Sptsmn., $13 Pros. Cash p.b. to Pros, 30% Sptsmn. trophies. Gates open 7 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

D-36 HANGTOWN SPORTSMAN MX QUALIFIERS
Plymouth Raceway, Plymouth, CA. Take Hwy. 16 E from Sacto, Hwy. 49 S from Pville. Gates open 6:15 a.m., sign up 6:30, prac, 7:30, race 9. Entry $13 Sptsmn; Semi Pro $3 plus $15 to purse, Ex. for trophy $13. No Support classes at Plymouth. 125/250/Open Nov/Jr Ex classes only. Plymouth Raceway will close for good after these two races! For info: C.E.S. Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

MOTOCROSS
Saguaro Raceway, Tucson, AZ Hughs Access Rd., Tucson. Gate opens 7 a.m., prac. 8, race 9. Gen. adm. $3, kids 6-12 $1. All classes welcome. 2 motos each class. 30% same day trophies. Entry $8 Sptsmn., Pros $14. 100% Pro p.b. 602/795-2238.

FLAT TRACK & TT
Saguaro Raceway, Tucson, AZ. Take Palo Verde exit S off I-10 to Hughs Access Rd. Gate opens 12:00 p.m., prac. 1, race 2. Entry $7.50/$12.50 Pros. 50% Pro p.b., 30% trophies. Gate fee $3, kids 6-12 $1. 602/795-2238.

AMA SHORT TRACK
Oakdale, CA, Pioneer Arena. S. off Hwy. 120 on Pioneer, btwn. Oakdale & Escalon. All short track classes welcome, 500 cc & under. Entry $5.50. Pee Wees & Minis welcome. Info: Jerry Griffith, 9600 Pioneer, Oakdale, CA 209/847-5558.

CMC MOTOCROSS
Lodi Cycle Bowl, btwn. Lodi & Stockton, CA, 99 Fwy. Minis to 750cc Open. Entry $8. 150% Pro p.b. Vets & Old Timers welcome. Gate opens 8:30 a.m. Brooks Enterprises Races: 209/368-7182; 462-0887.

BLACK HILLS AMA MOTOCROSS
Thurston-Grays Harbor ORV Park, 16 mi. W of Olympia, WA on Hwy. 8. Brand new track. Riders $8; Watch for $3. Free camping. All classes plus minis, OT & OTH. Sign up 8-9 a.m. Special awards for best Christmas decorated helmet. Peninsula SCMC 206/871-4753.

C.A.T. WILD WEST TRIALS
White Tank Mtns., AZ. Arizona Championship Round #5. Sign in 8-9:15 a.m., start 9:30 Mufflers & spk. arr. req. Entry $6, CAT & SATA memb. $4. Watch free. For complete information on location & directions to event, call Dave Finley 602/931-5085.

December 21

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies, contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

December 22

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1 st. place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

December 23

D-36 MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA, Hwy.I 113. All classes welcome. D-36 pts. & bonus trophies. Entry $15/$10 plus $3 park fee. 100% Ex. p.b. Gate opens 6:30 a.m., sign up 7, prac. 7:30, race 9. Free O/N parking. Spectators $4, kids 6-12 $1. 916/678-3592.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

D-36 MOTOCROSS
Sand Hill Ranch, corner camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9

CRC CALIFORNIA RACING CLUB

LAST RACE OF THE DECADE
GRAND PRIX
45 MINUTE RACES
SUNDAY, DEC. 30, 1979
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OR CALL (213) 830-7519 CARSON, CA 90745

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CALIFORNIA RACING CLUB
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DATE _____ RIDING NUMBER _____
Name _____ Age _____
Address _____ Phone _____
City _____ State _____ Zip _____
Make of Cycle _____ CC's _____
Sponsor (If any) _____

CLASSES (PLEASE CHECK)
VETERANS (+30) Jr ☐ Int ☐ Sr ☐
MINI BEG ☐ NOV ☐ INT ☐ EXP ☐
WOMANS DIV NOV ☐ INT ☐ EXP ☐
BEGINNER ☐
NOVICE ☐
INTERMEDIATE ☐
PRO ☐
ATC ☐ ODY ☐ STOCK ☐ MOD ☐ UNLIMITED ☐

WAIVER IDENTIFICATION AND RELEASE OF LIABILITY AND AGREEMENT RELATING TO THE CALIFORNIA RACING CLUB. ANY AND ALL SPONSORS AND CONTINGENT DONERS.
I, THE UNDERSIGNED, do hereby certify that I possess the necessary skills and physical endurance for an event of this type, and do hereby for myself, my heirs, executers and assigns, release, remise and forecer discharge and agree to indemnify and hold harmless the California Racing Club and its Officers, Agents, Employees, and any and all Sponsors, of and from any and every claim, demand action or right of action of whatsoever kind of nature and any cost, loss or expense in connection therewith arising from participation in any events sanctioned by the California Racing Club or any related facilities, including any claims or demands for injury to or death of any persons or any damage to or destruction of any property resulting from or claimed to result from or arise out of negligency on the part of said California Racing Club, its Officers, Agents, Employees, and any and all Sponsors or Contingent Donors.
NOTE YOUR MEMBERSHIP DOES NOT IN ANY WAY INCLUDE OR GUARANTEE TO YOU ANY INSURANCE COVERAGE OF ANY KIND. INSURANCE, IF ANY PROVEDIED BY THE CALIFORNIA RACING CLUB IS WITHOUT COST TO YOU AND MAY BE INCREASED, DECREASED, CANCELLED, OR IN ANY WAY CHANGED BY THE ASSOCIATION AT ANY TIME AT ITS SOLE DISCRETAION.
I have read the foregoing Waiver, Indemnification and Release and fully understand that no Officer, Agent, Employee or Sponsor of California Racing Club is authorized to vary the terms or provisions of this instrument or to make any representations contrary to the Provisions hereof.
IF NON MEMBER OF CALIFORNIA RACING CLUB OR IF NOTARIZATION IS NOT ON FILE, UNDER 18 YEAR OF AGE, NOTARIZED SIGNATURE OF PARENT OR GUARDIAN IS REQUIRED.

Signed _____ Date _____
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Jan. 19—Lightweights TT Scrambles
Jan. 19 & 20—Shamrocks Dual Euro. Scram.
Jan. 27—Sledriders Hare Scrambles

Weekly news, not monthly history

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CRC MOTOCROSS RACE SCHEDULE

KAL-GARD
Dec. 16 — Indian Dunes
Dec. 23 — Saddleback
Dec. 30 — G.P. Indian Dunes
★ Last G.P. of the Decade at Indian Dunes ★
CRC Membership Required
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a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

D-36 HANGTOWN SPORTSMAN MX QUALIFIERS
Plymouth Raceway, Plymouth, CA. Take Hwy. 16 E from Sacto, Hwy. 49 S from Pville. Gates open 6:15 a.m., sign up 6:30, prac. 7:30, race 9. Entry $13 Sptsmn; Semi Pro $3 plus $15 to purse, Ex. for trophy $13. No Support classes at Plymouth. 125/250/Open Nov/Jr/Ex classes only. Plymouth Raceway will close for good after these two races! For info: C.E.S. Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

MRA MOTOCROSS
Medford MX Park, Kirtland Rd., White, OR. Sign up 7-9 a.m., prac. 8-9, race 9:30. Entry $6/$10 Pros, $3 spectators. All classes plus Minis. Pro money race 100% p.b. (no lic. req.). Turkey class, OT class. MRA, PO Box 1471, Medford, OR 97501, 503/664-5744, 664-6241.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. For info: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail,, $15 post. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn, $13 Pros. 30% trophies p.b. to Pros. Gates open 7:00 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.
CANCELLED

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 am, prac., race 9 am. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.
CANCELLED

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

CMC MOTOCROSS
Lodi Cycle Bowl, btwn. Lodi & Stockton, CA, 99 Fwy. Minis to 750cc Open. Entry $8. 150% Pro p.b. Vets & Old Timers welcome. Gate opens 8:30 a.m. Brooks Enterprises Races: 209/368-7182; 462-0887.

December 28

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies, contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

D-36 NIGHT ROUGH SCAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

December 26-27

RUSS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

December 27-28

RUSS DARNELL MX SCHOOL
Dixon, CA. Limitd entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

December 28-29

RUSS DARNELL MX SCHOOL
Saddleback Park, Orange, CA. Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

December 29

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

December 30

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac, 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry. to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-36 HANGTOWN SPORTSMAN MX QUALIFIERS
"E" Street Track, Marysville, CA. 40 mi. N of Sacto Hwy. 70. Track under [illegible] dba River Bridge [illegible] Rd. exit, go [illegible] Shad Rd. 125/[illegible]; Nov/ Jr/Ex Spt[illegible]asses. Mini/PP/100/OT/[illegible] Support classes. Entry $13 Sptsmn; Semi Pro & Ex. $3 + $15 to purse. Free Camping, race rain or shine. Charlie Sexton: 916/695-2727; 695-2088.
OAKLAND SUPERCROSS QUALIFIER

D-36 MARATHON
Lodi Cycle Bowl, Lodi, CA. Minis to 750cc Open classes. Entry $8. Minis race one hour. Sptsmn. race 1½ hr. Gate opens 7:00 a.m. 209/368-7182.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a mujst! Tom anderson 415/5695; 634-3328.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry [illegible]tsmn., $13 Pros. C[illegible] Pros, 30% Sptsmn [illegible]phies. Gates open 7 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.
CANCELLED

AVENAL FLYING HARE CROSS COUNTRY
Avenal, CA, 3 mi. N of Avenal on Hwy. 33. Limed from I-5 (Jane Ave. turn off). All classes including Pros, Vets & Old Timers. Trophies, 100% p.b. for Pros. $12 pre entry; $15 post; $25 Pros. Race rain or shine. Pathfinders MC, 2826 N. Fourth, Fresno, CA 93703. 209/864-3168.

January 1

HANGOVER MARATHON
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. Gate opens 8 a.m., sign up closes 9, prac. 9:30, race 10-12:00. All ride together, scored separately. $25 to overall winner. Entry $7 per bike. $3 to watch. 100/125/250/Open classes. Race rain or shine, snow or sleet. For info: 415/634-3328; 788-5695; 524-7013.

January 3-4

RUSS DARNELL MX SCHOOL
DeAnza Cycle Park, Sunnymeade, CA. Entry for 2-day session is $50 per student. All training & teaching is done on the bike, on the track. Classes limited in size. make reservations early. $10 deposit will reserve. Gift certificates available. Entry fee does not inc. daily gate fee charged by track. For nfo & reservations; Russ Darnell, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854; 848-2995.

January 4

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies, contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

January 5

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

January 5-6

CMC GOLDEN STATE SERIES MX
Saddleback Park, Orange, CA. $4000 Pro purse on Sun. $25,000 total purse to Pros plus $50,000 in contingencies. Sptsmn. ride Sat. '80 125cc Can-Am plus $10,000 in Sptsmn. awards for series. Sptsmn entry $10/$13; Pros $25/$35. 1980 CMC license req. Info: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-36 SEMI PRO MX/AMA REGIONAL CHAMPIONSHIP PRO MX
Sears Point International Raceway, Hwys. 37 & 121, Sonoma, CA. Guaranteed purse of $3000. For more info: 707/938-8448.

January 6

MRA MOTOCROSS
Medford MX Park, Kirtland Rd., White, OR. Sign up 7-9 a.m., prac. 8-9, race 9:30. Entry $6/$10 Pros, $3 spectators. All classes plus Minis. Pro money race 100% p.b. (no lic. req.). Turkey class, OT class. MRA, PO Box 1471, Medford, OR 97501. 503/664-5744, 664-6241.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Spotsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

UEA SILVER DOLLAR FAMILY ENDURO
Anderson Dry Lake, Lucerne Valley, CA. Entry $9 for one loop, $12 for 2 loops. 3 man teams add $1 per rider. UEA, 740 E. Greenville Dr., W. Covina, CA 91790. 213/918-0284.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race

10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $9 Sptsmn., $13 Pros. Cash p.b. to Pros, 30% Sptsmn. trophies. Gates open 7 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

January 11

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies, contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

January 12

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

January 12-13

CMC GOLDEN STATE SERIES MX
Lake Madera, CA. $3000 Pro purse. Pros ride Sun. $25,000 total series purse to Pros plus $50,000 in contingency awards. Sptsmn. ride Sat. '80 125cc Can-Am plus $10,000 in contingency awards for series. Sptsmn. entry $10/$13; Pros $25/$35. 1980 CMC lic. req. Info: CMC, 500 South D. St. Madera, CA 93637. 209/673-3146.

NORCAL AMA WINTER MOTOCROSS
Marysville River[illegible] Park, Marysville, C[illegible] ace Sat, Pr[illegible] 000 plus p[illegible] Semi Pro + c[illegible] ies. Oakland Su[illegible]rcross Qualifier. Pre entry info: 415/969-1682; 695-2727.

OAKLAND SUPERCROSS QUALIFIER

RUSS DARNELL MX SCHOOL
Barona Oaks, near Escondido, CA. Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

January 13

D-36 QUICKSILVER ENDURO
Clear Creek, CA (New Idria), 38 mi. E of King City off Hwy. 25. Entry $13 per rider, $3 extra per 3-man team. Entry fee inc. camping, land use fee. Drawing for start time held Dec. 20 at S.R.M.C. meeting hall, 76 W. Alisal St., Salinas, CA 9:00 p.m. Snow date Jan. 27. AMA & D-36 cd. req. Send 3 legal size SASE to Salinas Ramblers MC, c/0 Russ Dubree, 17820 Berta Cy. Rd., Salinas, CA 93907. All classes. Start finish near Picacho Store on Old Coalinga Rd. 8:01 am 408/422-3232; 408/663-4426 after 6 pm; 408/443-3576 after 6 pm.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theordore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn., $13 Pros. P.b. to Pros, 30% brass. Gates open 7 a.m., prac. 8, race 9 a.m. AME lic. rq. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. FOR INFO: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA,. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

January 19-20

CMC GOLDEN STATE SERIES MX
Fremont Raceway, Fremont, CA. $3000 Pro purse. $25,000 total series purse to Pros plus $50,000 in contingency awards. Pros ride Sun. Sptsmn. ride Sat. '80 125cc Can-Am plus $10,000 in contingency awards for series. Sptsmn. entry $10/$13; Pros $25/$35. 1980 CMC lic. req. Info: CMC, P.O. Box 1216, Pacifica, CA 94044. 415/355-4760.

January 20

D-36 HARE SCRAMBLES
Sand Hill Ranch, corner of Camino Diablo & Vasco Rd. Brentwood, CA. First Annual Old Goat European Scrambles for Sierra Old Timers. Vets, OT & Support classes. Vets sign up 7-8 a.m.; Old Timers 9-10; Support sign up 11-noon; minis & 100cc sign up 1-2 pm. Riders $15; Spectators $3. Bob Porter 415/653-1184; Tom Anderson 415/634-3328.

Road Runs

December 15

SCMA AREA A CHRISTMAS PARTY
Crest Hall, 12055 Beach Blvd., Stanton, CA. Adults only. No ticket sold at door. Area A Queen contest. For info on Queen contest call 213/424-1878. Semi formal event, no colors please. Adults $7.50, SCMA memb. 50¢ discount. Mail to SCMA Christmas Party, 2508 Elm Ave. #1, Long Beach, CA 90806. Mail in cut off Dec. 1, 1979. 7-8 p.m. no host cocktails; 8-9 dinner; 9-1 a.m. dancing to live band. 213/424-1878.

December 16

SIMI VALLEY ROADRUNNERS TOYS FOR TOTS RUN
Coalinga Shopping Center, Elm Ave. & Polk St., Coalinga, CA. Sign in 8-10 a.m. Entry, one new toy plus $1. Unique pins, surprise trophies, short ride. 209/935-0468; 935-3209.

ROAD RUN
Leave from Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA at 10:00 a.m. and ride to San Juan Capistrano & Lake Elsinore. Everyone rides free. Bring $ for lunch in San Juan. Call Jim, days, at 714/893-5091 for more info.

May 24-25-26

SCMA 4th ANNUAL US MOTORCYCLE JAMBOREE
Kern County Fairgrounds, Bakersfield, CA. Booth space for dealers & organizations. Seminars, films, field meets, trophies, awards, dance band, etc. For info: U.S. Motorcycle Jamboree, PO Box 4481, Carson, CA 90749. 213/540-5452.

FREE CALENDAR LISTING

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

SCOTT USA
Presents the 5th annual NMA
SANTA CLAUS GRAN PRIX
SUNDAY DEC. 16, 1979
AT INDIAN DUNES
4 FOOT TALL SANTA TROPHIES 1ST PL.
BEL-RAY TOTAL PERFORMANCE LUBRICANTS
SCOTT USA GOGGLES TO ALL 1st PL.
CAPS To All 1st Pl.
100% SANTA CLAUS FINISHER TROPHIES
PETROCHEM Spark Plug Contact & Chain Klean — cleans everything! TO ALL ENTRANTS
20% TROPHIES TO ALL CLASSES | 3 MILE COURSE

SCHEDULE:

8:00 am	100-125cc STK. (ALL)	40 min.
9:00 am	Jr. Cycle STK. (ALL)	30 min.
9:30 am	0-83 STK. INT. - EXP.	40 min.
10:30 am	0-83 STK. BEG.-NOV.	40 min.
11;30 am	MOPEDS	40 min.
12:30 pm	Jr. Cycle MOD. (ALL)	30 min.
1:00 pm	100-125-250 MOD (ALL)	40 min.
2:00 pm	PEE WEES	30 min.
2:30 pm	0-83 MOD. BEG.-NOV.	40 min.
3:30 pm	0-83 MOD. INT.-EXP.	40 min.

CLASSES FOR ALL 5 REQUIRED TO MAKE A CLASS
50cc 80cc 100cc 125cc 250cc
NOV.-INT.-EXP. STOCK & MODIFIED MINI'S 9-11 & 12-16 MOTORCYCLES
NO MEMBERSHIP REQUIRED
ENTRY FORMS & INFO. call 213 868 8112
THE BIG FUN EVENT OF THE YEAR--DON'T MISS IT!!

DE ANZA CYCLE PARK RACING CLUB
MX RACING EVERY SUNDAY—MEMBERSHIP NOT REQUIRED
Member Sportsman $8—Member Experts $12—Non-Member add $2—100% trophies to Minis & Pee Wees—50% trophies to Vets Plus 30% trophies to Sportsmen—Same day brass
Free overnight camping—Pay once, stay all weekend—Gate opens 6:30—Practice 8:30—Race 9:30
Weekdays & Sat. (714) 653-8068—Sun. (714) 653-7979

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3.25 x 21 MX Wrap Around	$19.95
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4.75 x 18 S28 MX Spl.	35.95
5.50 x 17 C9 MX Spl.	39.95
4.00 x 18 S22 Polo (Trials)	19.95
Heavy duty red rubber tubes	4.95

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DISTRICT 38 DESERT RACES
Dec. 16—Fudpuckers Racing Team
Hare Scrambles
4ft. Brass to 1st OA
Details in the Calendar Section

Open 7 Days 714-558-1584
CMC-MX, ITA Trials — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

Dec. 16 Sprockets Park
No Races Dec. 23 and 30
A.M.E.
P.O. BOX 1421, RESEDA, CA 91335
213/881-5778

R.A.C.E. MOTOCROSS
FRIDAY
CORONA RACEWAY

Simi Valley Cycles

SUZUKI

GRAND OPENING

SATURDAY, DEC 15, 9:30 a.m.

Come In And See The 1980 Models
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10% OFF ALL PARTS & ACCESSORIES IN STORE DEC. 15

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Simi Valley, CA (805) 522-3434

RIDER VOTE

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AS YOUR RIGHT TO RIDE

For voter registration information, write the American Motorcyclist Association, Box 141, Westerville, Ohio 43081.

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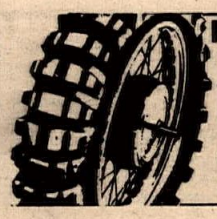

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RESULTS

Sports Riders Assn. of Colorado Motocross Division Year end Point Standings By D.E. Burgener

125 EXPERT

1. Jim Mitchell	770
2. Albert Firestine	756
3. Ted Loeffler	607
4. Dan Wilson	552
5. Jim Rase	491
6. Darryl Dempster	470
7. Dean Villaverde	460
8. Doug Danko	405
9. Bear Hensley	390
10. Mike Dempster	388
11. Allen Smith	385
12. Bruce Sass	382
13. Doug Bowers	380
14. Brian Sharp	350
15. Stacey Cook	337
16. Mike Ware	333
17. Steve Kolias	329
18. Ed Overton	318
19. Keith Adams	256
20. Rick Specht	249
21. Chip Shiplet	241
22. Morrill Griffith	228
23. Dave McMillen	215
24. Boo Stichter	214
25. Jay Rice	206
26. Ken Nissen	202
27. Tony Paradisa	200
28. Mark Gross	194
29. Chris Weis	190
30. Gerry Fostvedt	177
31. Gary Bailey	174
32. Paul Zinke	159
33. Alvie Gray	157
34. Kris Coburn	156
35. Scott Pindell	153
36. Bill Nolan	137
37. Dave Stewart	135
38. Chris Paradisa	134
39. John Hopperstad	129
40. Bob Ibold	128
41. David Clabaugh	123
42. Matt Coffman	122
43. Kent Hornberger	96
44. Curt Hildebrand	96
45. Rick McGaha	91
46. Greg Frank	89
47. Gary Glasenapp	79
48. Ben Eckhardt	75
49. Rick Hughes	74
50. Jimmy Harrison	70
51. Tom Lewis	68
52. Mike Owens	52
53. Jeff Erfman	51
54. Gary Duncan	48
55. Roy Lippis	48
56. Andy Hoefer	48
57. John Shaffer	44
58. Brent Kennedy	43
59. Danny VanDevender	40
60. Norris Sanchez	39
61. Kris Howell	36
62. Gregory Love	32
63. Gary Werhonig	30
64. Darrell Pfluger	28
65. Kevin Pelon	16
66. Dean Haight	16
67. David Anthony	11
68. Kent Moore	11
69. John Beazley	11
70. John Moline	10
71. Rex Guy	6

250 EXPERT

1. Terry Kyle	844
2. Lee Leatherman	832
3. Albert Firestine	814
4. Mark Brozina	711
5. Randy Warren	706
6. Dave Danko	678
7. Mark Mauz	676
8. Cliff Fredericks	662
9. Dennis Larrett	648
10. Garry Myers	625
11. Jay Rice	582
12. Mike Friedman	551
13. George Blecha	512
14. Gary Capozzoli	510
15. Arlo Englund	474
16. Chris Sundstrom	430
17. Dean Pattisson	409
18. Craig Kennedy	386
19. Curt Hildebrand	383
20. Rusty Latimer	362
21. Tom Berry	330
22. Mike Loeffler	300
23. Keith Adams	292
24. Jim Mourning	276
25. Nick Burton	219
26. Brian Roberts	219
27. David Hare	218
28. Stacy Smith	217
29. Joe Shedron	217
30. Boo Stichter	205
31. Russ Castillo	195
32. Dennie Burke	189
33. Allen Dunlap	169
34. Larry Meier	156
35. Perry Schild	155
36. Frank Ayon	155
37. Randy Mayer	148
38. Bruce Sass	146
39. Phil Garner	140
40. Harold Hancock	129
41. Dale Wingeleth	125
42. John Morgan	115
43. John Gooden	112
44. J.C. Waterhouse	110
45. Bob Davis	107
46. Richard Dostal	94
47. Darcy Binder	90
48. Jay Grooms	90
49. John Morris	86
50. Mike Meyer	82
51. Forrest Selmer	82
52. Steve Elgard	78
53. Ray Bolte	74
54. Curt Caparrella	68
55. Gary Mattson	68
56. Jeff Thomas	67
57. Randy Shumard	62
58. Charles Geist	50
59. Larry Erfman	50
60. Doug Frankos	50
61. Ron Coffman	49
62. Mike Okano	49
63. Steve Szekula	46
64. Tommy Craddock	44
65. Troy Atkinson	42
66. Arnie Monteleone	42
67. Wayne Romero	42
68. Jay Johnson	40
69. Jeff ¾burrows	38
70. Kris Howell	38
71. Kenny Perkins	36
72. Steve Palko	32
73. Greg Alley	28
74. George Cozzetti, Jr.	27
75. Hubert Betzen	26
76. Bob Lenahan	23
77. Roger Halouska	22
78. Vince Skandunas	20
79. Brad Waterland	19
80. Aldo Mathews	15
81. Mark Woodward	14
82. Dave Stewart	14
83. Rex Guy	9
84. Mike Golighty	9
85. Christopher Greenbaum	9
86. Doug Danko	8
87. Bruce Field	7
88. Allen Smith	7

OPEN EXPERT

1. Bill Ferneyhough	830
2. David Stermer	806
3. Mike Tarter	759
4. Dwight Catalano	599
5. Van Hice	579
6. Mike Knupp	544
7. Rick Specht	525
8. Van Rubick	512
9. charles Jensen	502
10. Mike Meyer	470
11. Monty Kyle	466
12. Arlo Englund	422
13. Dan Greenwood	412
14. Shane Cannon	393
15. Bob Moore	388
16. Dave Daly	385
17. Doug MacNeil	379
18. Kevin Pfluger	376
19. Mark Poindexter	368
20. Bill Vickery	360
21. Glade Hill	292
22. Monroe Hylton	291
23. Robert Range	289
24. Ronald Wyatt	245
25. Chuck Boyd	226
26. Steve Christler	213
27. Greg Dye	195
28. Gary Glasenapp	173
29. Kurt Dimick	163
30. Randy Fite	157
31. Bill Gibson	151
32. Ron Fox	146
33. Steve Yohn	143
34. Ron Odell	137
35. Glen Sagel	136
36. Kenneth Kronberg	128
37. Rick Weishahn	120
38. Ed Perschbacher	118
39. Charles Hopper	118
40. Duane Albrecht	112
41. Joe Coppedge	106
42. John Meyer	104
43. Rusty Wilson	104
44. Boo Stichter	100
45. Roger Lammert	85
46. Mike Williams	84
47. John Gooden	84
48. Ray Schultz	81
49. Steve Szekula	79
50. Tim Leavick	78
51. Barry Lewis	74
52. Mark Beninga	67
53. Jeff Thomas	67
54. Lonnie Hoff	66
55. David Pfluger	64
56. Gary Capozzoli	63
57. Bruce Field	61
58. Steve Ellis	58
59. Leroy Blackshear	57
60. Mike Bostwick	55
61. Dennis Gittins	51
62. Tom Romero	50
63. Gene Roley	46
64. Richard Dostal	45
65. Len Marks	45
66. Scott Ellis	42
67. Don Vandevender	38
68. Keith Johnson	33
69. Steve Beckwith	30
70. Jeff Adams	27
71. Mark Christon	26
72. Wayne Romero	22
73. Scott Nix	20
74. George Blecha	19
75. Guy Clasen	17
76. Fred Borchardt	16
77. Forrest Selmer	15
78. Terry Frydendall	14
79. Greg Whitney	14
80. James Ramsey	10
81. Bart Kellogg	7
82. Robert Reichardt	6
83. Mark Mauz	3

C.A.T. Babe Sarver Phantom Trials Nov. 4, 1979 By Central Arizona Trials Inc.

EXPERT

1. Tom Foy	Bul
2. Ed heacox	Mon
3. Richard Bowden	Mon
4. Steve Bigler	Swm
5. Dan Williams	Bul
6. Ron Saum	Swm
7. Eric Eppard	Mon
8. Dave Finley	Bul
9. Steve Crane	Bul
10. Eric Schertz	Swm

AMATEUR

1. Greg Pascal	Mon
2. Paul Goble	Bul
3. Vince Johnson	Bul
4. Harlan Young	Yam
5. John Lenon	Suz
6. Craig Hay	Mon
7. Garth Sleater	Bul

NOVICE

1. Mike Klatt	Bul
2. Martin Weddle	OSSA
3. Joe Alsworth	Yam
4. Scott Otterson	Mon
5. Kevin McCarter	Kaw
6. George Naidl	Bul
7. Steve Alsworth	Bul
8. John Lentini	Yam
9. Tina Foy	Yam
10. Joe Bronson	Bul

SEMI-NOVICE

1. Joey Naidl	Yam
2. John Tencer	Yam
3.Larry Naughten	Bul
- Suzi Saum	Yam
4. Lucy Williams	Yam
5. George Donnan	Mon

BEGINNER

1. Bill Cosgrove	Bul
2. John Williams	Bul
3. Scott McCracken	Bul
4. Marilyn Ruggles	Yam
5. John Suriano	Yam
6. Bob Bronson	Kaw
7. John Nolan	Bul
8. Richard Nolan	Bul
9. John Tencer Sr.	Bul
10. Herb Walker	Kaw
11. Wayne Danke	Bul
12. Joe Cortese	Yam
13. Diane Johnson	Bul

JUNIOR BEG

1. Charles Naidl	Yam
2. Neal McCarter	Yam

AMA 1979 Regional Championship MX Point Standings

125cc CLASS

1. James Lauer	124
2. Steve Martin	123
3. Anthony Masciarelli	120
4. Brian Riggins	89
5. James Walker	53
6. Robert Longley	49
7. Charles Zullo	45
8. Alan Lucy	37
9. Mark Butler	36
10. Jeff Callihan	36

250cc CLASS

1. Jo Jo Keller	102
2. Marvin McDaniel	79
3. Mark Ashworth	76
4. David Bailey	63
5. James Lauer	60
6. James Walker	55
7. Jeff Hicks	53
8. Kevin Pracon	40
9. Richard Steinebrunner	37
10. Scottie Shipley	36

500cc CLASS

1. Glen Gracey	157
2. David Bailey	121
3. Tim Ealy	115
4. Dale Sullivan	93
5. Wemyss Scott	68
6. Frank Thomas	60
7. Jeff Hicks	52
8. Robert Mangold	50
9. Pierce Law	49
10. Joe Rogers	45

Central Region

125cc CLASS

1. Jeff Surwall	48
2. Randall Tysor	47
3. Richard Van Hooser	42
4. David Hollis	36
5. Kyle Landrum	31
6. Kip Bigelow	28

7. Dennis Higendorf 28
7. Dennis Hilgendorf 28
8. Kris Bigelow 27
9. Randy Sullivan 22
10. Kirk Bigelow 20
250cc CLASS
1. Derek Wedding 75
2. Kris Bigelow 67
3. Mike Cordova 44
4. David Hollis 40
5. Daniel Conway 37
6. Jerry Surber 20
7. Kip Bigelow 17
8. Carlo Musso 16
9. Gary Gengel 12
10. Tony Witten 11
500cc CLASS
1. Sean O'Brien 58
2. John Day 53
3. Roger Burman 48
4. Jeff Shaw 26
5. Dale Darlin 20
6. Rick French 20
7. David Stermer 15
8. Charles Stutts 15
9. William Knight 14
10. Freddie Wilson 11
Western Region
125cc CLASS
1. Earl Blose 141
2. Phillip Larson 61
3. Michael Brown 42
4. Jim Holley 39
5. Jeff Watts 39
6. John O'Mara 34
7. Michael Preston 31
8. Eric Maki 24
9. William Simons 22
9. William Simons 22
10. Gary Denton 20
250cc CLASS
1. Donnie Hansen 117
2. David Wood 59
3. Mark Lawrence 53
4. Larry Wosick 50
5. Mike Loeffler 39
6. Boo Stichter 38
7. Marty Miller 31
8. Tony Wanket 28
9. Ronald Sun 21
10. Robert Reisinger 20
500cc CLASS
1. Geroge McNamara 58
2. Dean Wiggins 55
3. Bill Ouellette 47
4. Bill Jewell 40
5. Allen Berluti 39
6. Bill Keese 32
7. David Gerig 32
8. Chris Chaffee 28
9. Alan Smith 26
10. Duane Joice 23

Final Pt. standings for 1979 O.M.R.R.A. Championship RR

250 PROD
D. Wilson 20
410 PROD
B. Sutton 77
K. Pinkstaff 70
R. Crosby 48
D. Alexander 34
R. Adams 32
R. Lugliani 26
G. Brown 26
C. Hobbs 25
F. Fortin 19
A. Osborn 17
R. Phoenis 17
D. Peterson 15
M. Boyer 14
L. Elliot 13
R. Booth 12
G. Denzler 5
M. Hilsop 5
550 PROD
F. Forster 60
R. Crosby 40
R. Dennis 34
R. Adams 17
W. Ananes 17
H. Kachold 17
R. Booth 15
750 PROD
B. Sutton 94
C. Hilsop 74
T. Welsh 52
K. Frazer 49
R. Segale 44
R. Chronister 43
C. Hammond 26
W. McKay 26
G. Turner 15
D. LeClair 9
OPEN PROD
K. Pinkstaff 100
T. Young 64
C. Starhia 50
D. ARd 39
J. Whitlow 94
F. Forster 37
B. Kelley 37
B. Wayski 34
K. Neill 30
M. Steffl 27
D. Alexander 26
M. Hilsap 25
G. Tisdel 23
R. Lugliani 22
N. Theroux 20
D. Atkinson 19
G. Gallager 15
H. Kachold 13
R. Cazier 12
D. Zinter 11
S. Schuchman 11
850 CAFE
L. Stickles 63
C. Hammond 56
P. Marinacci 54
W. Bond 40
G. Tisdel 39
M. Mayes 32
D. Rose 20
J. Ittner 17
D. Blocksma 13
M. Miles 11
OPEN CAFE
D. Freeman 84
K. Pinkstaff 56
T. Young 53
R. Skiver 40
R. Basford 30
M. McLoughlin 26
C. Starhia 23
G. Denzler 20
R. Lount 17
J. Murray 14
C. Hammond 13
L. Harruff 13
J. Rogers 11
R. Roy 6
C. Hilsop 2
OPEN PROD
L. Harruff 31
R. Roy 26
F. Flippin 22
R. Booth 17
R. Loose 17
B. Collons 14
Tommaselli 13
G. Tisdel 11
250 GP SINGLE
D. Zlock 120
J. Moffett 64
D. Guthrie 45
R. Pope 39
D. Blocksma 35
B. Stansky 34
H. Kachold 34
B. Roberts 18
T. Farnell 17
N. Neilsen 14
250 MULTI GP MONEY
B. Lind 54
C. Robinson 50
D. Draper 40
S. Schaefer 37
D. Petersen 35
D. Chung 30
L. Schenil 26
F. Winters 22
G. Brown 20
B. Loose 20
D. Thorsen 17
A. Seddon 15
W. Mullins 14
S. Graham 13
J. Rude 11
J. Williams 10
B. Oakes 9
R. Mullane 7
G. Hedmark 6
G. Denzler 3
M. Kluftinger 2
M. Kaneda 1
125 GP MONEY
J. Whitlow 63
J. Burchell 51
J. Pike 50
F. Winters 40
M. Haskins 20
G. Vanskike 15
125 GP TROPHY
P. Jacobson 88
T. Dressel 77
R. Javins 69
S. Elmer 52
D. Beaton 26
D. Zinter 13
OPEN SINGLE GP
D. Zlock 94
D. Atkinson 65
H. Pinkstaff 65
F. Forster 52
P. Jacobsen 45
J. Murray 22
D. Cox 20
N. Theroux 20
J. Blake 18
R. Dennis 14
T. Lengyel 13
M. Marr 11
T. Dressel 9
OPEN GP MONEY
R. Skiver 40
G. Brown 37
W.A. Degaris 34
W. Bond 30
J. Murray 26
R. Roy 22
J. Dunn 20
Addington 17
J. Whitlow 15
M. Mayes 13

D-37 Heavyweight Dsert Pt. Standings As of Oct. 1979

1 Bruce Ogilvie 3340
2 Bob Balentine 2600
3 Lee Scheffers 2570
4 Virlin Van Zee 2380
5 Rick Jones 2335
6 Ed Zarp 2125
7 Bill Saltzman 1980
8 Bud Wheeler 1820
9 Bob Cronkite 1520
10 Mike Sixbery 1335
11 Wes Anderson Jr. 1300
12 Jeff Matthews 1275
13 Terry Davis 1230
14 Jay Orendorff 1220
15 Anthony Bono 1125
16 John McCormick 1095
17 Jim R. Smith 1045
18 Craig Wolfson 1010
20 Bruce W. Jones 970
21 Max Eddy 890
22 Dan Smith 850
23 Ed Ogden 850
24 George Jaggard 850
25 David Chase 775
26 Brett Howell 755
27 Mitchell Berger 754
28 Doug Winchell 750
29 Philip Bayliss 750
30 Clifton Wood 725
31 Kirk Kandt 690
32 Han Morrison 690
33 Dan Drew 680
34 Dick Harris 670
35 Mike Castro 665
36 Cory timms 650
37 Steve Brookshire 635
38 Ernie Mnoian 630
39 Morgan Mollaco 630
40 Eric MacCracken 630
41 Richard Chase 605
42 Blair Swallow 580
43 Ken Johnson 563
44 Doug Henninger 550
45 Bob Brengle 544
46 Dave Conner 535
47 Jim Lang 525
48 Rick Burrus 520
49 Kurt anderson 510
50 Ed Whisenant 510
51 James Rother 480
52 Beverly Hughes 475
53 Rodney Barrett 463
54 Gary White 459
55 Joe Turnbaugh 455
56 Dennis Duke 445
57 Gary Gibbons 435
58 Ken Hansing 432
59 Bill Conger 425
60 Russ Collins 420
61 Ron Wright 400
62 Steve Krasch 390
63 Chris Kallen 390
64 Richard Caselli 380
65 Mike Stephen 380
66 Bill Fleming 375
67 James Lawrence 365
68 Richard Jackson 360
69 Bruce Felker 360
70 Rodney Busse 360
71 Steve Priestly 360
72 Butch Potter 356
73 Bill Howell 355
74 Jerry Leighton 340
75 James Lynn McCGraw 330
76 Michael Kemberling 325
77 Mike Eckardt 320
78 Martin Bishop 312
79 John Beems 310
80 Bud Adams 310
81 Brett Cushing 300
82 Dan Sutton 297
83 Scott Child 290
84 Wayne Langner 290
85 Bill Thomas 290
86 John Virant 290
87 Steve Anderton 280
88 Monte anderson 275
89 Don Shepherd 270
90 Ken Frost 260
91 Duray Endlich 260
92 Guy Campbell 260
93 Robert Miller 255
94 George Becker 255
95 Steve Eckardt 250
96 Tom Mattox 2350
97 Charles Korhonen 250
98 Vince Owne Eyre 245
99 Dave Rogaczewski 240
100 Bob Gilbert 235
101 Mark Stormes 230
102 James Vincent 230
103 Denis Lanski 228
104 Chris Boeson 225
105 Keith Hart 225
106 Wayne Poore 225
107 Don Bauman 225
108 Robert Torgerson 220
109 Dave Lapraik 220
110 Clarence Willis 220
111 Brad Meredith 210
112 Bill Wall 210
113 Mark Force 210
114 Dan Perkins 210
115 Dan Davidson 205
116 Larry Roeseler 200
117 Ton Lehrer 200
118 James Lamb 190
119 Ralph Duarte 186
120 Larry Froelich 185

TROPHY PICKUP

Trophies for the Dirt Diggers Pioneer Town Grand Prix available now for pick-up at Mel's Welding, 1158 Hawthorne Blvd., Inglewood (213) 677-1596. (50)

Trophy Belts for So. Cal. M.C., Cal City Gran Prix of Oct. 20/21, 1979 available now for pick-up at Torrance Honda, 18225 Hawthorne Blvd., Torrance. After 6 p.m. call: Rory (213) 375-1336. (50)

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Hallman Racing

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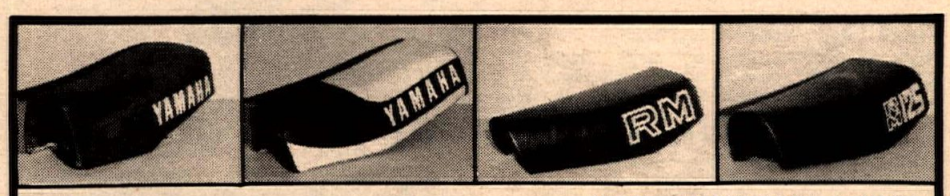
El Cajon, California 92020
Phone: (714) 442 – 0431

EAST
440 Belden Avenue
Addison, Illinois 60101
Phone: (312) 543 – 5247



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WANT ADS

Help Wanted

Honda-Suzuki of Poway
Looking for racers, special deal on new bikes with semi-sponsorship. Call owner Bob Emde. Close out sale on '79 CR125, 250 & '79 XR185, 250, & 500 all below dealer cost. Sale ends 12/30/79. (714) 748-4151. (49)

Reps Wanted
Hallman Racing, established company in the MX market is looking for sales representatives. For more information, contact Lars Larsson or A.C. Bakken at (800) 542-6224 in California. For outside California call (800) 854-2812. (50)

Suzuki-Yamaha Ser. Mgr./Mech.
Wages negotiable based on ability. Strong carburetion & electrical background. Year around work. Southwestern Wyoming 30,000 population Excellent biking, hunting fishing and skiing. SAVALA'S SPORTS CENTER 1175 Dewar Dr. Box 1361 Rock Springs, Wyoming 82901 (307) 362-5531. (TFN/46)

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For Honda dealer in San Gabriel Valley. Must have experience. Excellent money and benefits. Call Paul at (213) 919-1896. (50)

Parts Manager wanted
Harley and Kawasaki, salary open, experience necessary, beautiful San Joaquin Valley, Visalia, Cal. (209) 733-1087. Contact Jim. (49)

SALES & PARTSPERSON
Top Suzuki store needs experienced sales and parts-person. Male or female. Call PASADENA SUZUKI (213) 795-4129. (48/TFN)

Triumph motorcycle mechanic
Must have shop experience and own tools. Commission plus guranteed minimum. Lots of work on Triumph only. Call Dave at BRITISH CYCLES LTD., 1635 W. Carson St., Torrance, CA 90501. (213) 328-8815. (50)

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If you have the interest and talent to modify your own motorcycle, you maybe interested in working with Craig Vetter. At a secret mountain top studio overlooking the ocean, on an exciting new project. Job starts January 1, 1980. Call Carol at (805) 541-3330. VETTER DESIGN WORKS, #1 Alta Mira Lane, San Luis Obispo, CA 93401. (49)

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Very profitable sideline available many areas, of the country. Offering high quality seat covers. Stock replacement, 2 tones and specialties for dirt and motocross trade. Inquire MASSCO SEAT WORKS INC. 7231 Garden Grove Blvd. Suite A Garden Grove, CA 92641 (714) 893-7070. (50)

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Call WESTLAKE SUZUKI at (805) 497-1783 or (213) 889-2447. Ask for Bob Neuman. (48/TFN)

Harley mechanic
Steady job with excellent pay for qualified mechanic with training and experience to work in large Orange County dealership. Call Richard at (714) 835-9141. (50)

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With tools, sales or parts experience. Excellent opportunity, no lay-offs. Call Mr. Anton at THE OUTRIDER, 10545 Pico Blvd., Los Angeles, CA 90064. (213) 879-3350. (50)

WANTED: RELOCATION!!!!
Experienced partsman, industrial machinist, metal fabricator, truck driver, warehouse worker, college educated, cycle riding easterner looking for opportunity out west as partsman, technical or field service rep, R&D work, travelling mechanical assistant to racer, etc., preferabley motorcycle related work, but am open to all offers. Leslie D'Amico, P.O. Box 244, Spencerport, N.Y. 14559. (49)

Motorcycle Salesman
Experienced, company benefits, excellent salary. Call Earl at HONDA WEST (714) 531-0742. (42/TFN)

Wanted Kawasaki Mechanic
Experience only (213) 967-4181, Ask for Jim or Mel (TFN/41)

Wanted
Experienced partsman and experienced salesman. RINCON KAWASAKI, 263 South 'E' St., San Bernardino, CA 92401. (714) 884-6481. (1)

Experienced Yamaha Partsman
(213) 635-8058. (40/TFN)

RACER1

Development Technician
With knowledge of motorcycles to develop accessories for new models. Must be experienced with all standard power and hand tools. Experience helpful. Contact Personnel Dept., 1605 S. Mountain, Monrovia, CA. (213) 357-2185. (2)

Parts Manager
Experience and references required. BARGER HARLEY-DAVIDSON, Canoga Park. Call Loretta at (213) 999-3355. (45/TFN)

Distributor Reps Needed
To cover all areas, except Southern California. For new, fast, growing company. Send resumes to: WHITLEY ENTERPRISES, 3905 Schenandoah, Oceanside, CA 92054. (50)

San Diego Honda Dealer
Needs partspersons and mechanics. Commission or hourly available. We have two stores in San Diego. Paid vacation and bonuses available. Call owner Bob Emde (714) 748-4151. P.O. Box 387, Poway, CA 92064. (49)

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Chain saw & small engine, full-time employment, vacation, hospitalization, good pay for right man. UNCOMPAHGRE EQUIPMENT CO., P.O. Box 1645, Montrose, CO 81401. (303) 249-5783 — Mr. Dusio. (49)

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Sales order desk person, self-starter. Enthusiastic type, experience helpful. Salary + benefits. Contact Personnel Dept., 1605 S. Mountain, Monrovia, CA. (213) 357-2185. (2)

Business Opportunities

Sandpoint, Idaho
Established, thriving business with irreplaceable Yamaha franchise for motorcycles, snowmobiles, Wetbikes, & all parts and accessories. $87,500, owner contract. Consider the N. Idaho lifestyle! INVEST WEST REALTY (208) 664-9221. (49)

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We are a franchised Yamaha, Harley-Davidson, Kawasaki dealership. Also jet skis & snowmobiles. Will sell Harley-Davidson/Kawasaki franchise separately or $75,000.00 + $110,000.00 inventory total. Call Tues.-Sat. (503) 757-9086. Mon. & Sun. evenings (503) 745-7169. Ask for Jim Russell. (49)

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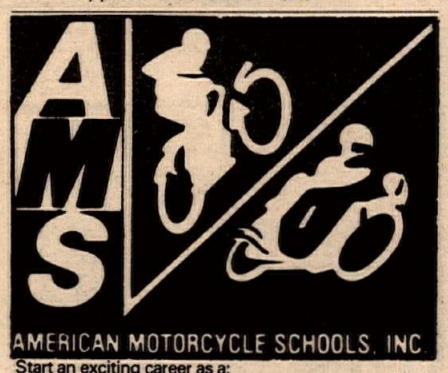
$20,000.00 + $60,000.00 inventory (805) 928-3845. (49)

Accessory Store in Tucson, Arizona
Established four years, excellent profit potential, very reasonably priced. (602) 790-0594. (50)



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Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36TFN)

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Cycle service, repair, salvage and accessories. Prime location, 8 yrs. Turn key operation. Possible terms. Days only 9-5 (805) 643-4238. (49)

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Sales $1,400,000.00 net, over $100,000.00. Sell for $425,000.00. $200,000.00 down. Act now before the peak season. Call (602) 996-9584. (50)

YZ125E
Like new condition, must see to appreciate, many extras, $800.00. (714) 826-6616. (50)

EXECUTIVES, ride comfortable, swiftly anywhere! 450 Maico Magnum under wholesale. (213) 349-1001. (49)

Top Junior 500

K.R. Monoshock 500 Yamaha. '79 Team Yamaha bike. Finished top five in National overall Junior points. Top TT bike, 2nd Western Regionals. Ascot ½ mi. main event bike. 3rd fast qualifier and main event bike Houston '79. Brad Hurst riding fresh and ready to race, $2900. Rob Muzzy (503) 929-6382. (50)

'79 Bultaco clearance sale
Out the door prices include freight, tax, dealer prep, DMV and Bultaco warranty. 250 Pursang, 370 Pursang, 250 Frontera, & 370 Frontera. All sale prices below '79 list. KERN SPORTS CYCLE, 307 19th St., Bakersfield, CA 93301. (805) 324-6266. (50)

Husqvarna 250 GP
In excellent condition, engine fresh top & bottom, plush riding suspension, desert tank, riding gear and other extras included, $600.00. (714) 277-1238. (50)

'78 Yamaha 400 YZE
Low miles, original with bash plate, K&N filter and extra desert tank. Cherry condition. $1095.00. (714) 831-7268. (49)

'79 Suzuki RM125N
Luft reservoir, Phase II, 520, best offer. (213) 431-4285. (50)

Bates leathers, road racing cut
Never used, 1 piece fully lined, extra detail, 180 lbs. 5'11", $280.00 firm. Days (213) 448-9827, eve. (213) 799-2141. Ask for Gil. (50)

1977 Husqvarna CR
Gobs of extras including 1979 Husky forks, custom frame with OR rear end, Curnutts, new Metzelers, Sun rims, Nickel chain, extra tank, Gunnar Gasser, DeHandlers, bars, Terry cables. Day Star fork boots. Engine was tuned and blueprinted by factory Husqvarna on original bore. Purchase includes box of extra fenders, fork skins, etc. Must sell now to meet financial obligations. $750.00 or best legitimate offer. Ask for Roy, days (213) 371-7533, eve. (213) 375-1336. (50)

GIANT Youth accessory sale
SELECT FROM LARGEST YOUTH ACCESSORY INVENTORY IN SOUTHERN CALIFORNIA.

MX Boots. child sizes 10. 12. 1-5	$54.95
JERSEY HON-YAM-SUZ-KAW-ITALJET	$11.50
Cordura MX Pants, size 22, 24, 26	$44.95
Bell RT & Star 120 Helmets, size 6⅝ & 6¾	$39.95
MX gloves	$6.50
SIDI Touring Boots, size 7-12	$71.95
Italjet M5C Cycles	$439.00
Italjet Parts	all models

Telephone orders accepted Mon-Fri. 8 a.m. to 7 p.m. Sat. 10-3 p.m. STRADA, 13148 Saticoy, N. Hollywood (between Coldwater & Woodman). (213) 982-2000. (50)

Yamaha RD400 super trick
Excellent condition, engine modified new. Suspension & frame completely modified, $2,500 invested in parts. Asking $1,300.00. (213) 790-1937. (49)

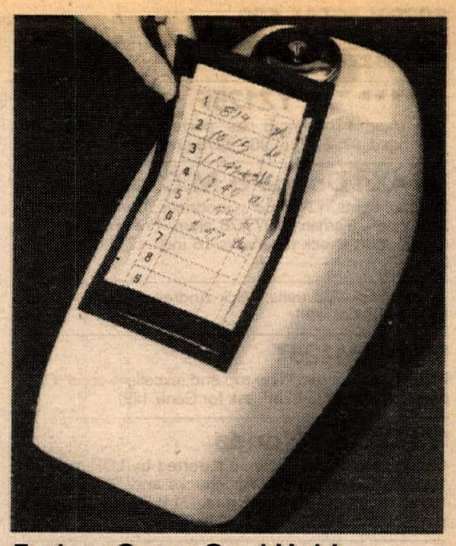
Honda CR250 wanted '78 or '79
Basket case — need engine to fix mine or I will sell your frame, etc. to fix yours. (714) 637-4109. (49)

***** '79 RM125N **********
Super clean, hardly ridden, Metzelers. (714) 960-3379 or (213) 695-4725. (50)

'79 Can-Am 250 MX5
Extras, $1150.00 or best offer. (213) 962-6011. (49)

XL 250 engine, $75.00
Needs work, $75.00, cheap. Ask for Rick (213) 963-7970. (49)

'79 Husky 250 OR
Desert ready, 4 months old, real clean, Anaheim Husky $1,500.00. (714) 630-6522. (50)



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$6.95. Made of waterproof nylon material, mounted on top of gas tank. Removable. CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (49)

'78 Can-Am 250 Qualifer
6 speed w/heavy flywheel, Currnutts, K&N, VDO, plus spare cables, etc. Full lighting, super quiet, and street licensed. $795.00 or B/O. (714) 242-3314. (49)

'78 Yamaha YZ250E
Al Baker fork kit and shock kit with Luft reservoir, 12 inch travel, $900.00. Ask for Dale (714) 689-6167. (49)

Speedway bikes
One four valve "Briggo," complete, ready to race, $1495. One two valve "Jawa," complete, ready to race, $895.00. Both previously ridden by Preston. Sell everything one package, $2200. (714) 825-6655. (49)

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Ridden twice, brand new, plus extras. See to appreciate. $1300.00 or best offer. (213) 968-4465. (49)

1975 KTM
Very, very clean, Curnutts, Electron, long travel forks, new tire. $600.00. (213) 448-3488. (50)

New '80 RM 125 T engine
Just uncrated, never used, must sell, $450.00. Call days (213) 429-4134. (49)

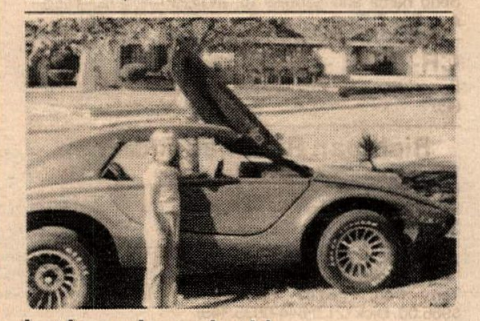
RM 125-N
Like new, girl friend's bike, never raced or even ridden hard. $850.00. Call after 6 p.m. (714) 631-5083. (49)

CAN-AM GRIFF's Superstar MX pants, waist 36, like new, $75.00. (512) 341-5016. (49)

Parking lot sale
December 16th, 9 a.m. to 3 p.m. New, used, parts, accessories and pieces. No reasonable offer refused. BURBANK YAMAHA, 1801 W. Burbank, CA 91506. (49)

'78 Yamaha YZ100E
Looks and runs like new. Ask for Tom (714) 837-0453. (49)

Spare Monoshock—'79—new
12 in. travel, $85. (714) 523-9148. (49)



Let's make a deal !
Meyers Manx SR: "1756 V.W. motor "Scat" equipped, loaded w/other extras. $3500.00 or will take ATC, Odessey, or ? in partial trade. Make me an offer. (714) 627-7852. (49)

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Great Xmas presents
Mini 80, like new, $250 — Vesco Skinny Fat, $25. (714) 768-4029. (50)

National #1 Salinas Kawasaki
Champion 750 Yamaha, fresh and fast. #1 Sportsman TT, extra glass and ½ mile pipes. Fast sale, $1950.00. (408) 424-9611 or (408) 422-9809. (49)

Trackmaster XL350 Honda
Bell head, megacycle roller cam, Vanolia 10.5-1 piston — all new, Ceriani fork. Spool rear disc brake, very clean — ready to go. $1,100.00. (408) 449-4756. (49)

'79 YZ 400 F
426cc barrel, 12 in. travel — front & rear, White Bros. shock/reservoir, extended swingarm for super ride, super bike. $1325. (714) 523-9148. (49)

'76 IT 400
Excellent condition, new top end. In storage for last six months, $900.00 or best offer. (714) 538-0777. (49)

1979½ KTM 420
6 weeks old, perfect condition. Must sell, $1899.00. (714) 830-2255. (49)

****** '79 YZ125F **********
Very clean, 11" front & rear, ported wide powerband. D.G. head. $775. (714) 960-3379 or (213) 695-4725. (50)

'74 4X4 Dodge & M.C. parts
Roll bar, lights, 12-15 B.F. Goodrichs, Chrome spokes, 318, clean. Yamaha 1977-78 alum. Profab swingarm, $50.00. Luft shock reservoirs 16 inch. (714) 630-6522. (49)

'72 OSSA 250 trails, Mick Andrews Rep., $400.00. (714) 635-5720. (49)

1980 RM125T
Metz. rear, Luft res., new top end, excellent cond. Cash only Call (714) 633-6266, ask for Gene. (49)

'79 CR 250 Honda
6 months old, very clean, it's ported by LOP and very fast, (will sell with Fox-Air shocks and Simons front forks), $1500.00. Before 5 p.m. (714) 925-9262, after 5 p.m. (714) 927-3804 Marty. (49)

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Brand new Suzuki RMC-2 forks and triple clamps for sale. Al Baker kit included. 11 inches of plush travel. Call (715) 341-2171, afternoons. (49)

Aluminum H-D XR gas tanks
Also unbreakable plastic XR seats with or without pad. Werner Performance Products, 960 Egan Rd., Brookfield, WI 53005. (414) 784-0739. (49)

CCM
550 engine, 12V charging system, Super Trapp, Curnutt shocks, WR & CR gearbox, 0 ring chain. Must sell or take trade. $1,800. (615) 352-1130. (2)

Custom motorcycle trailer
5 rails — carries 5 big bikes. Large locking storage box, heavy duty everything. Bikes can't fall out. $600. Call Dave in Service Dept. (213) 534-2311 days, eves. (213) 539-1997. (50)

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I rebuild Kawasaki 3 cranks
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RM80 Flattracker
Nickel frame, 78 engine, Cobra pipe, DG barrel and head. Spare complete 77 engine. Spare parts. $450.00. (209) 226-3704. (49)

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Runs better than new, $800.00. (714) 543-9940. (49)

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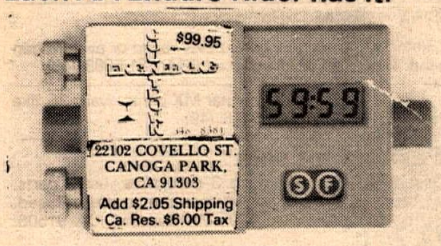

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Send for free discount price flyer. AM/FM cassettes, 8-tracks, CB's, Equalizers/Boosters from $50 to $250. Send name and address to: INTERPAN, 2781 Maine Ave. Box 7, Dept. 1, Long Beach, Cal. 90806. (50)

CR-250-R — 1979 Honda
Better than new condition — $950.00. (714) 543-9940. (49)

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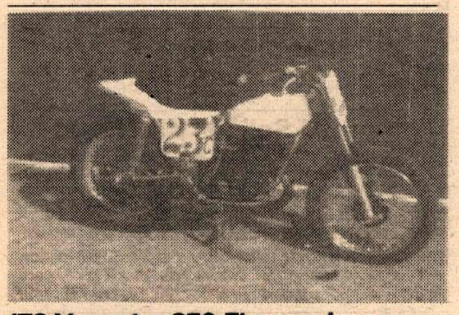
125 Zundapp/250 Montesa engine parts. Large inventory. Rickman Distributor. TARGET PRODUCTS, INC., 2724 W. Main St., Alhambra, CA 91801. (213) 284-3238. (7/TFN)

'78, 400 YZE Yamaha
Terry front, Padilla rear, Vesco, Metzeler, more. $965.00. Dick (213) 644-0035. (49)

1980 RM 125
Never raced, like new, $1100. (213) 596-3769. (49)

Starbiker Cafe Specialties
Custom rearsets; drilled discs; glass; fabrication; everything! (213) 391-0046 or (213) 823-8528. (2)



'78 Yamaha 250 Flattracker
Plated Bultaco frame, and Williams pipe. (209) 255-4382. (49)

20 ft. Smuggler trailer
New upholstery, can carry 5 motorcycles, excellent condition. Includes E-Z Lift hitch, electric brake control, mirrors, spare. $3,500.00. (213) 693-9064. (49)

QUITTING MOTORCYCLES. Yamahas: TT500D, excellent, extras, street license, $1150. 175 Enduro, $225. GT80A, excellent, $350. 3 rail trailer, carries 4 bikes, tilts, sides, metal box, 13" wheels, etc. $750. (213) 285-1979 or (213) 285-2522. (49)

Bikes & gear 4 sale
'75 Husky 250CR, xlnt. cond., many extras, $750. '76 XR75 Honda, $375. Scott Boots, med. Shell, $100. New 9-9½ MXL boots, used 1 time, $100. Maico leathers, 30-32 waist, $75. Alex (213) 338-2739. (49)

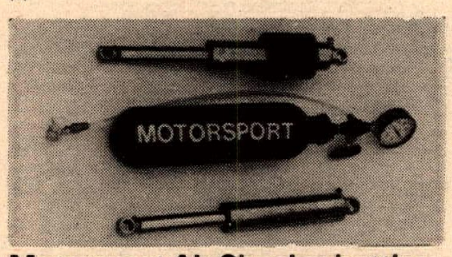
750 Yamaha Dirt-Tracker
Trackmaster frame, Shell motor, Ceriani forks, Boge shocks, HM & TT set-up. Excellent condition. Competitive, $1750.00 or make offer. Call (602) 833-2928 or (602) 964-7623. Ask for Dan. (49)

1978 Honda CR250R
Fox air shocks and extras, $900.00 or best offer. (714) 847-4878. (49)

$750 '77 YZ 400D why buy a '80?
Malcolm Smith 4.5 gallon tank, White Bros. reservoir, skid plate, polished ports, E-model piston, rarely used. Must sell, many extras, make offer. Call after 5 p.m. (714) 793-4955. (50)

HONDA CB900 FZ
Fabulous European version, as new in perfect condition. Not a test bike, only 2500 miles. Howard Blau, Attorney At Law, (213) 393-3753. (50)

Yamaha 650 Society
Box One, Princeville, IL 61559. Monthly newsletter, deals, discounts, goodies, and more! Send $6.50 + a buck ($7.50) for annual membership. (309) 385-4542. (1)



Motorsport Air Shocks; bottles
13-16 Len 4-6 Trav, $149.50 w/o fins. $174.50 w/fins. 17½", $199.50. Certified N2 bottles, $89.50. Bottle & shocks, $20 disc. MOTORSPORT, 15520 Illinois, Paramount, CA 90723. (213) 531-0418, (213) 596-3691 eve. (46)

Your motorcycle or race car
needs the protection of TIRETAINIUM tire sealant! Nationally advertised: washable, doesn't ball or affect balance. Discounted 41% — Two 8 Oz. bottles regularly $6.00, now $3.50 plus shipping (only COD) orders accepted. California 6% tax. ARROW CHEMICALS — 970 S. Anaheim Blvd., Anaheim, CA 92805. (49)

'78 SR500 Yamaha
Excellent condition, $1350.00 or best offer. (213) 864-4824. (49)

Bell Moto III, $78.00
The lowest price yet! Red, white or yellow. TEZER'S MOTO-SPORT KEEPS SLASHING PRICES.

Scott Boots, $140
Size 7 to 13 in stock now. To order call or write TEZER'S, 349 N. Hwy. 101, Solana Beach, CA 92075. (714) 755-3036. (50)

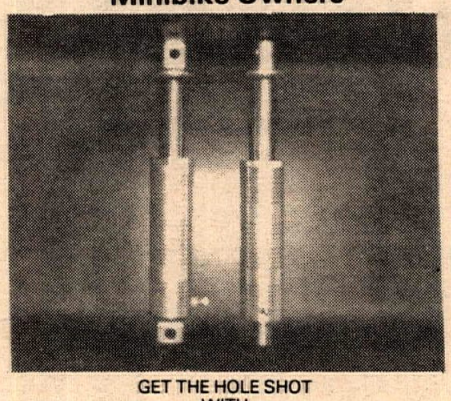
KDX 400 1980, $1595.00
(805) 746-4058. (1)

RM 400 C2
2 Tanks — Metezler front — K&N $895.00 (213) 830-4678. (49)

Quack! Quack!
'79 B to V was great. '80 B to V will be better!
Son of Desert Duck

YZ 400 F
12" Fox air shock, 11" Baker fork kit, 426cc barrel, fast & clean, $1200.00. (714) 753-7955. (49)

Minibike Owners



GET THE HOLE SHOT
WITH
TEX AIR SHOCKS
Low pressure, EZ to dial in. For info. (713) 941-5638. TEX AIR SHOCKS CO., 5411 Meadow Creek, Houston, Texas 77017. (50)

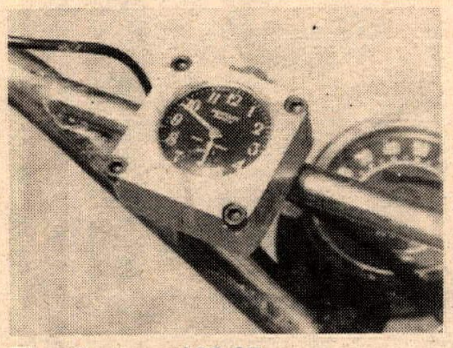
IT 175 Yamaha
YZ400 suspension, too many extras to list. $750.00 or offer. Call (408) 578-3174. (49)

WASP HEGON EML
CLEARANCE SALE....BERTUS JAWA/CZ, 1340 N. Hacienda Blvd., La Puente, CA 91744. (50)

KTM
Now at BURBANK YAMAHA, 1801 W. Burbank Blvd., Burbank, CA (213) 845-8738. (50)

YZ 250 F
12" Fox air shocks, 11" Baker fork kit, fast & clean, $1000.00. (714) 753-7955. (49)

Desert KTM
New '79 Desert prepared, NEVER ridden. All aluminium, red or gold anodized, safety wired set up right for desert, buy it now for $2100.00, plus two brand new wheels front rear w/new Metezlers $300. Call now (702) 565-8791, (702) 456-5934. (50)



Timekeeper $28.95
Virtually indestructible watch and padded aluminum holder. Easily reset with gloves on. Cross brace mounting, 1 5/8" black face with luminous numerals. Stop watch version, $34.95. Martin Meading, 1060 Irish Mountain Road, Colfax, CA 95713. (50)

Two 400 Huskys & trailer
All rebuilt new; engines, gas shocks, leathers, boots, gloves, helmets for two. Tools, spares, everything needed. $2,000. Call (213) 695-4466. (49)

2 Speedway Bikes
2 Jawa DT500s, fresh engines, 10 new tires — spare wheels, many extras. Everything for a beginner or pro. Must sell — best offer. Porky (714) 983-6312. (2)

RD 350-400's mild to wild
CALL TURNERS TWO-STROKE ENGR. for custom porting or pipes. Ph. (213) 531-1619. (49)

1980 RM125 Suzuki
Like new, forced to sell. $975.00. Call (714) 877-2789. (49)

FOR SALE: Dan Perkins 750 Shell Yamaha. (714) 826-2288. (49)

Yamaha 125 YZD
Race ready — engine rebuilt by Premier Yamaha — perfect condition. $600 — Call (213) 588-2251 until 4 p.m. (49)

DMG 125 MAICOS ARE RACE PROVEN (49)

TZ 250 F roadracer
Exactly as ridden by Mark Homchick. Morris mags, Lectrons, Bratton crank, etc. Never been down. Call anytime weekends, weekday evenings after 6:00 p.m. (213) 884-8548. (49)

Bultaco
Now at BURBANK YAMAHA, 1801 W. Burbank Blvd., Burbank, CA (213) 845-8738. (50)

Russ Darnell Motocross School
Corona Raceway, December 8th & 9th. Clearlake, CA December 15th & 16th. Indian Dunes, December 26th & 27th. Dixon, CA December 27th & 28th. Saddleback, December 28th & 29th. DeAnza, January 3rd & 4th. Sprockets Park, Bakersfield, CA January 26th & 27th. Gift certificates available. (213) 767-1854 or (213) 848-2995. (1980/3)

'78, 250 CR
Al Baker fork kit, perfect cond., all new riding gear included. $850.00 or offer. (714) 893-5864 Mike. (49)

'76 HUSKY with '78, 250 OR engine, Works shocks, $700. (213) 662-2015. (49)

'77 Jawa Speedway
Fresh engine, new clutch, two spare rear wheels, gears, fork tubes, fenders, new paint, gas tank, muffler. Make offer. Phone (209) 291-2242. (49)

'75, 360 WR, $625, XL350, $300
Husky has Vesco tank, very good shape. Honda is not streetable. Many extras. Must sell now, gimme a break. Lakewood, days (213) 624-6281, nites & weekends (213) 425-4361. (49)

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PRIVATE PARTY RATE
Ten words $2.50
11 through 25 words $4
Over 25 words, 10 cents per word
Headline in Bold Type ..... $2 extra
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COMMERCIAL RATE
Ten words $5
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Blind box or Rotating Ads ..... $5 extra

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Credit card limit minimum $5.00.

Please fill in your complete account number and expiration date

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WANT AD DEADLINE
Friday noon for the following Wednesday's publication. Send check or money order or charge it on your Master Charge or Visa credit card. Credit card limit minimum $5.00.
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The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

THE GREAT COAST-TO-COAST WANT AD OFFER!
Your ad that runs in the West can run in the East for only $2.00 for 25 words or less, if over 25 words $5.00. Pictures are $3.00 extra.

COMMERCIAL RATE: 10 or less $2, 11-25 words, $5, over 25 words 30¢ per word. Pictures are $4.

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Classic Casuals

Dear Cycle News Santa:
For Christmas,
I want CYCLE NEWS—Jackets, Vests, and ...

FREE
1 each large & small
Cycle News stickie with order

CYCLE NEWS PRODUCTS Dept. 1W49 P.O. Box 498, Long Beach, CA 90801
(213) 427-7433
Dealer inquiries invited

Name .....
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Calif. residents add 6% sales tax.
Please fill in your complete account number and card expiration date.

VISA

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Signature .....

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card

CYCLE NEWS SANTA ORDER FORM

STYLE NUMBER	PRODUCT DESCRIPTION	QUANITY ORDERED XS	S	M	L	XL	RETAIL COST
4129	CYCLE NEW VEST	•	•	•	•	•	27.95 EA
3900	CYCLE NEWS JACKET	•	•	•	•	•	33.95 EA
1000	MX CAT T-SHIRT	N/A					7.95 EA
2000	CYCLE NEWS/EAST T-SHIRT	N/A					6.95 EA
1001	CYCLE NEWS/WEST T-SHIRT	N/A					6.95 EA
1950	CYCLE NEWS JOGGERS	•	•	•	•	•	5.95 EA
8400	CYCLE NEWS HAT	Adjustable					6.95 EA
8400-G	CYCLE NEWS DELUX HAT	Adjustable					8.95 EA
1002	CYCLE NEWS PATCH	2"x4"					1.50 EA
2001	We don't care how the hell they do it in Ca. Bumper Banner	3"x12"					.50 EA
1003	The Best Go West Bumper Banner	3"x12"					.50 EA
1004	You can't eat Yoko Ono Bumper Banner	3"x12"					.50 EA
1005	CYCLE NEWS RAINBOW STICKER	2"x10"					1.00 EA
1006	(SMALL) M/C NUT STICKER	4½"x4"					1.00 EA
1007	(LARGE) M/C NUT STICKER	6½"x6"					1.50 EA
3000	BIKER T-SHIRT	N/A					7.95 EA
3001	BIKER HALTER TOPS	One size fits all					6.95 EA
3002	BIKER HAT	Adjustable					7.95 EA
3003	BIKER DELUX HAT	Adjustable					9.95 EA
3004	BIKER RAINBOW STICKER	2"x10"					1.50 EA
							TAX
							TOTAL

Available at your CYCLE NEWS Dealer

Z1 Kawasaki 900, 1973
Original mileage, 6754, original owner. Excellent condition, $1800 firm. Days (213) 448-9827 or evenings call (213) 799-2141. Ask for Gil. (50)

Make your cycle fly for Christmas
Expert cylinder porting on all makes from DON VESCO'S EL CAJON YAMAHA. RD's, TZ's, Husky our specialty. Also disc drilling, heliarc, complete machine shop facilities. (714) 442-3338. 765 El Cajon Blvd., El Cajon, CA 92020. (50)

'79 Honda CR250R
Excellent condition. Works Performance shocks, low hours, $1250.00. (213) 885-5792. (49)

'79 Maico 250 Magnum 440
Must see to believe. Works shocks and lots more, in the extras. Call Ted (213) 885-0659. (49)

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Free freight on XR-750 parts. Now you can get those hard to get XR-750 parts. HARLEY-DAVIDSON WEST, the nation's #1 Harley-Davidson dealer, has a complete line of Harley-Davidson parts in stock. Any class C Professional license holder can get cost + 20%. From now until May 1, we ship your parts "FREE" with $100.00 min. order. Call (213) 822-3426, ask for Paul. (6/TFN)

Bultaco & Hodaka Clearance
2 — 1976 Hodaka, Super Rat MX'ers. 1975, 125cc Pursang. 1976, 360cc Pursang, fore mount, custom frame. 1976, 125cc Pursang. 1978, 370cc Pursang. Desert & MX tanks — pipes — pistons — barrels — heads — carb. These parts & bikes in xlnt. condition, no junk. Make offer on all or part. Private party (213) 375-0737. (50)

125 CZ 1979
6 spd. — 28 hp — 185 lbs. Phone for more details. BERTUS JAWA/CZ (213) 330-6171. (50)

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HELMET RUB-ON STICKERS
70¢ EACH

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JAWA 2 VALVE Speedway bike, 1974, big valves, $1250.00. 2 speed, top shape. Bob, evenings (805) 964-6583. (49)

Turbo Rickman-Kawasaki
ATP turbo in late-model Rickman frame with improved suspension. MTC pistons, welded crank, 0-ringed, Gerex ignition, Holley fuel pump. Chrome by Brown's of Kentucky, custom fiberglass with solo/dual seats, custom paint. Oil temp, cyl head temp, mani-fold pressure gauges. Very low mileage, never raced or abused. Owner needs money for more expensive toys. $5,200. Call (415) 798-1969 or (415) 653-2071. (1)

1979 Yamaha TZ250F
New in crate, never opened. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (50)

Husqvarna 390
Stock 390 with air caps and heavy duty rims and spokes, K&N air filter, your choice of two carburetors, $1050.00. (213) 424-1179. (50)

**** Box Trailer ****
Fully enclosed, holds 2 bikes, new tires, great shape, must sell!!! $375.00 — (213) 469-8731. (49)

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Exlnt. condition, $1,350 00. Call (714) 595-3096. (49)

RD400F Daytona '79
Collector's item, excellent condition, last year made. $1595.00. Call (209) 625-3673. (49)

Fox Shox 15⅛"
Used 4 hrs., perfect cond., $200.00 firm. '79 Husky CR forks, like new, 12" travel, $300. (916) 221-4701. (49)

1978 HUSQVARNA OR-250. In excellent shape, stored for 6 months. Two tanks, skid plate, air forks, ported, gussetted frame. $800.00. Call Jeff after 6 p.m. (213) 344-4473. (49)

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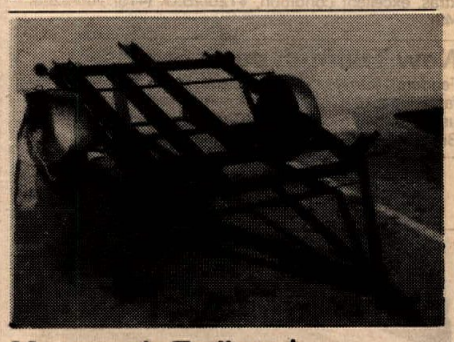
HONDA CR125, '78. Never raced — many extras, $800.00 or best offer. (213) 865-7392. (49)

'76 KTM 250
Excellent condition, in storage 2 yrs. Must sell, $675 OBO. Extras. After 6 on Sat. (213) 941-9557. (49)



Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 862-9634 or (213) 861-7721. (38/TFN)

DMG MAICOS FOR THE DESERT (49)

Honda CB450
'74, excellent condition, low mileage, $800. (805) 524-2313. (49)

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Reed valve kit, Vesco swingarm, gas shocks, new slicks, spares, very reliable, $1,500. (314) 343-5547. (1)

HONDA MT125R2: Chassis never ridden. Motor used as spare & rebuilt. Add water cooled kit & save over new model. $1,500. Patrick O'Leary, (904) 354-7711 work; (904) 388-4478 home — call late. (50)

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'78 Honda CR 250R
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LIKE NEW, 4 bike trailer, white spokes wheels, pulls good, extremely well built. $495.00. (714) 978-6471. (49)

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Set-up by Hunt Racing, wide rims, Krober ignition. FAST! Very clean. $3500.00 or best offer. (415) 493-3414 or (415) 992-8052 ask for Lou. (49)

TZ 750C
$5000.00. Latest modifications thru-out. Engine — Kel Carruthers. Over $2000 in spare parts. Bus. (213) 829-3621, home (213) 360-2858. (2)

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Model LB 1699, setting fixture, dial indicator, accurate to .0001", 14 Mandrels, bore 1½" to over 4". Very good condition. Call after 7:00 C.S.T. (713) 686-8572. (49)

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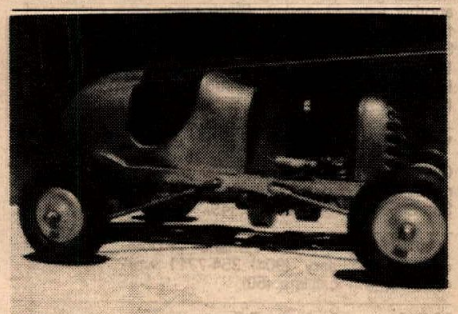
Less than 1,000 miles, new Barum tire, front air caps, Magura levers, size 9½ Hondaline boots and many other enduro or trail riding equipment. (919) 876-1273. (49)

1975 XR750
Completely rebuilt, race ready. Flowed heads, large valves, special cams, Patrick pipes, adjustable pivoting swingarm, chrome frame, new glass. $6,000 firm. Serious inquiries only. Call Tommy Duma Monday through Friday from 9:00 a.m. til 5:00 p.m. at (216) 399-7836. (50)

'79 RM125N
Absolutely like new, $850. Call after 5 p.m. (714) 731-6684. (49)

CZ — JAWA — BABETTA
Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. 93637. (47/TFN)

WANTED; Suzuki GS 750-1000 carbs. Call (213) 377-3598. (49)



Wanted old gas engine
Model race cars, send description. Will make you a offer you can't refuse. Ph. (702) 747-4864. Walt Petersen, 5010 Canyon Dr., Reno, Nev. 89509. (50)

1972 HARLEY-DAVIDSON SPORTSTER XLH. Low mileage, primo condition, extra clean, 8" front end, custom paint, Camel seat, sissy bar, $2400.00. (213) 435-7338 or (213) 433-4207. (49)

**** REWARD $50.00 *****

For information leading to recovery of Simpson helmet model RXM-1, 7⅞. Stolen from Racecrafters warehouse on December 4, 1979. (213) 782-7223. Ask for Dave. (49)

1977 RM250 Suzuki

Race ready, excellent condition, $750.00. (213) 968-4849. (50)

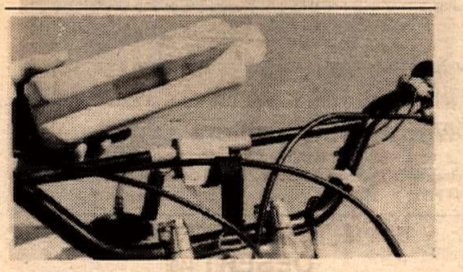
1978 Maico 250

17¾" Fox Shox, modified front end, 11" travel front & rear. New top end and Barnett clutch. Many other xtras, excellent condition, $1250/B.O. (415) 755-6223. (49)

New Triumph parts find

Fenders, frames, cranks, trans parts, Lucas/still in factory packing. Many more items, also plenty of good used Triumph parts. CC CYCLE, 9 East St., Bond Brook, NJ. (201) 469-4141. (44/EOI/TFN)

DMG MAICOS FOR MOTOCROSS (49)



Don't fall on a waist carried canteen. Ouch!

Enduro-Jug the hot set-up

Carry 1 qt. of water, Gatorade, wine, or gas & oil. WILL NOT VIBRATE OR ROTATE. Straddles a special bracket mounting on your crossbrace. Used for all types of desert & off road riding. Colors: Blue, yellow & red AT YOUR LOCAL DEALERS. If they don't stock them yet — send $11.99 to TUMBLEWEED ENTERPRISES, P.O. Box 3607, Torrance, CA 90510. (213) 373-7044. (28/TFN/EOI)

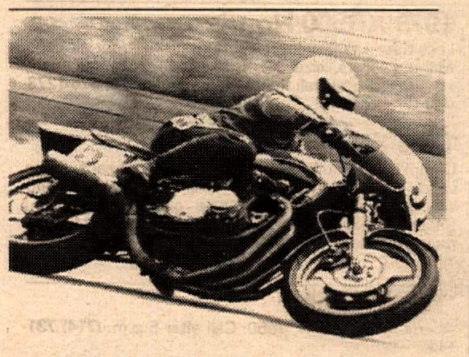
'79 RM125 'N'

Outstanding cond., $795 or take over payments. (714) 770-9624. (49)

'77 YZ 80, $250. '69 RICKMAN Triumph, $750. '49 Vincent Rapide, $2000. (714) 642-2889, 9-4 weekdays. (49)

Twin Port CZ's

Wanted complete and basket cases. 250 & 360 CZ's. Also dealer inventories wanted. BERTUS JAWA/CZ (213) 330-6171. (50)



Bassani Superbike Pipes for Kawasaki and Suzuki

Now available for: Kawasaki KZ1000 '77-'79, Suzuki GS1000 thru '79. Available soon for: Kawasaki '73-'76 900, and Suzuki GS750. Advantages: Horsepower increase, good clearance, ease of service, never change another exhaust gasket. Black pipes have rust proof finish. Designed under actual road race conditions. Sugg. retail price: black, $210.00. Chrome $250.00. Dealer inquiries invited. Contact: WARLAND ENGINEERING, 2834 Colorado Ave. Bldg. 21, Santa Monica, CA 90404. (213) 829-1138. (49)

Yankee 500

Collector's bikes. #1 "72", excellent condition. #2 needs minor engine-work. New parts are available. Call Sat. & Sun. (916) 244-2468. (49)

WANTED: 1975 Yamaha RD60B, excellent condition. O'Leary, (904) 354-7711 work; (904) 388-4478 home — call late. (50)

Widowmaker Motor

Completely overhauled TM400 engine (also fits TS400). Engine was professionally built for a C85 frame which was never delivered. Call (715) 341-2171, afternoons. (49)

Bates road race leathers

New 5-79, cost $425.00, used 4 times, no crashes, fits 5'11" thru 6'1", 190 lbs., orange and yellow, sell $250.00. (805) 945-2311. (49)

Montesa

Now at BURBANK YAMAHA, 1801 W. Burbank Blvd., Burbank, CA (213) 845-8738. (50)

Pro-Trac Trailers

The finest, most attractive trailers built! 12' model, $1,175.00. 16' model, $1,890.00. 20' model, $2,840.00. Send for brochures and prices of our many list of options. 11363 B Folsom Blvd., Rancho Cordova, CA 95670. Phone (916) 635-2899. (1)

Dirt cheap

'79 DR370 brand new. Dealer cost, out the door. WINNER CIRCLE SUZUKI (714) 882-1731. (45/TFN)

'79 CR250R, SIMONS forks, Fox air shocks, excellent condition. Runs great. $1150.00. (714) 978-6471 or (714) 836-4523. (49)

Fantastic Xmas bargain forks

28mm LDG axle forks — Betor 7½ in. travel. New, complete for RM80, YZ80, $99.95 FOB Van Nuys. HATCH ACCESSORIES, 6625 Valjean Ave., Van Nuys, CA 91406. (213) 873-2141. (50)

Champion Flat Tracker

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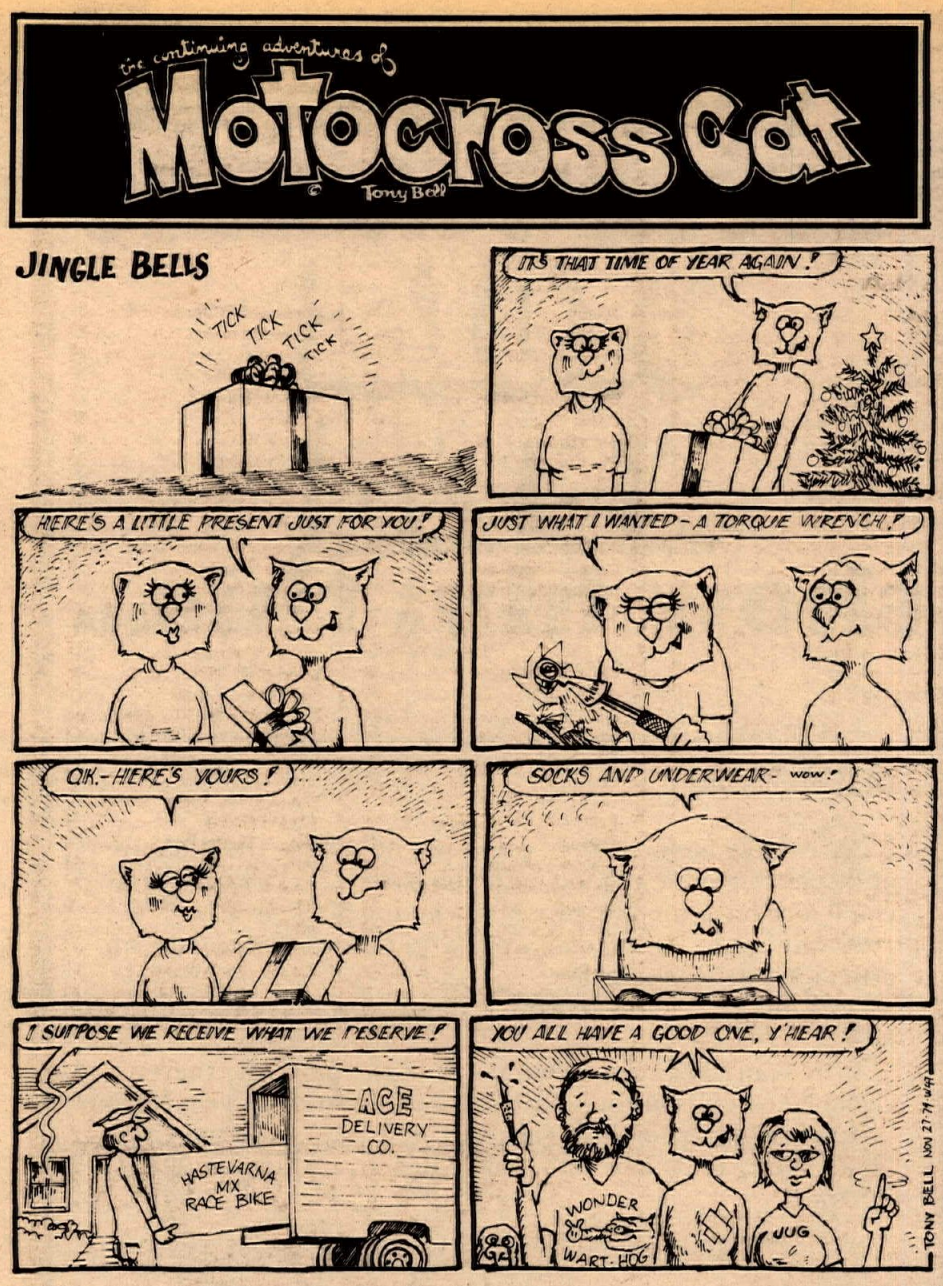

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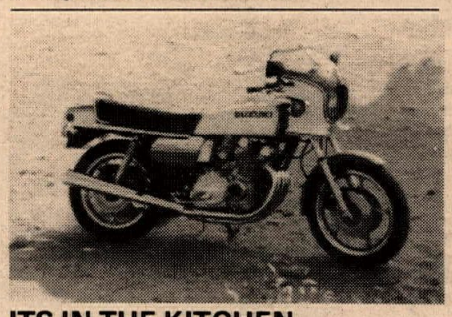

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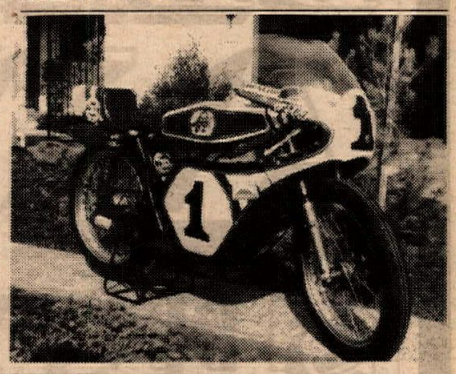

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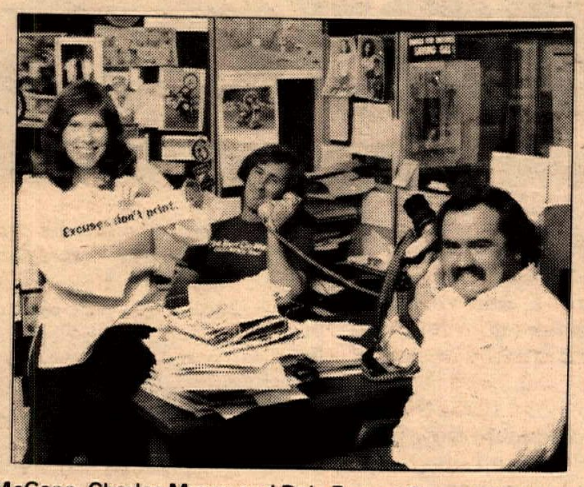

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CYCLE NEWS WEST

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ON THE FRONT PAGE: Now it's happened to everyone. Remember getting all set to leave on that special ride, and finding something amiss with the ol' scooter? Santa's turn comes from the talented paint brush of Jeff Gundlach.

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VOICES

Rock raking

It is my opinion that the Last Chance 2-day Enduro would have been much more enjoyable had the sponsors raked all the rocks off the trail.

PETER HUGHES
President King Rat M.C.
San Luis Obispo, CA

Try riding the powerline road between Barstow and Stateline . . . Editor.

Ya meet the nicest people . . .

Last week, two of my friends and I set out from the Seattle area to compete in the Beatty to Las Vegas cross country race. Two of us brought our wives to help at the gas stops along the course. We were a little nervous about making the necessary pit stops with only one gas crew but we had decided nothing was going to stop us from trying to complete the race.

From the moment we entered the pit area at the start just outside of Beatty, we were offered help. People took one look at those Washington plates on the van and came over to say, "Hello, what are ya doing way down here?" and "If there is anything we can do to help, just ask!" I have never met a group of friendlier or more helpful people in all my life. It was a great experience.

All three of us finished the race, but only with the help of people we had never met before. I have a problem with remembering names and hope that those that helped will read this and accept our thanks.

To the Senior Expert from the Anaheim Hi-Siders who gave us a lesson in blackjack and a toast with champagne at the finish — Thank you.

To the two young ladies from the Hi-Siders at gas 2 — Thanks, a drink of water never tasted so good!

To the crew from the Torco truck at gas 3 — Thanks for everything. I wouldn't have finished with that broken gear box if you hadn't said, "Only 40 miles, and it's all road. You came too far to quit now."

And lastly, Thanks to the entire crew of Up-Tite Husky. You were all great.

It was quite an experience; one I doubt I will ever forget. The people involved in this year's Beatty to Vegas race were the nicest people I believe I have ever come in contact with.

HOWARD LARSON
Stumpjumpers M.C.
Seattle, WA

Re: Phantom Duck Legal Fund

I am forwarding a check this week to Louis McKey, our beloved Phantom Duck, collected through The Outpost Cafe during this Thanksgiving weekend.

The receipts at the Cafe which were collected with the letter that we wrote to you on the "trail ride" from B to V were somewhat disappointing. But we were able to find out that many riders and supporters of the PDOD were out in the desert, and we had numerous comments on this fact. Many had either forgotten to bring the article, or commented on the fact that they were here because of this event. I fully believe that with all the noise made regarding the cancellation of the Check Chase run and the PDOD's efforts, the BLM backed down on their ridiculous closure edict. A battle was won, not the war.

We have much to be thankful for this Thanksgiving: persons like Louis McKey, who are willing to sacrifice much for a principle in which they believe.

Let's all continue with our efforts to keep this desert open to the riders and everyone else who wants to come out here, whether on bike or afoot. There's more room than any of us can use.

GEORGE E. NEWTON
c/o The Outpost
Int 15 and Hwy 395
Out Post Junction, CA

Where to now?

Okay, B to V 1979 is over. We're all rested. We've all cleaned and repaired our bikes. Now what? Do we all just fade into the woodwork until Nov. 1980? Or do we continue the fight?

Now is the time. If you want to see some of the classic desert races reborn, you must start working now. By your participation you have demonstrated to the BLM your insistence on the return of the B to V. By honoring their closed areas, you showed that you were willing to accept reasonable compromises. By using your own routes (marked or not) you showed that you would not grovel at the BLM's feet and accept whatever scraps were thrown to you. If you want to ride the B to V, or Check Chase, in 1980 (as a race, not a trail ride), then you must begin working now.

Write the BLM (especially Mr. Hillier), demand the issurance of race permits for the Check Chase and the B to V in 1980. Let them know how serious you are, let them know how tired you are of the refusals and the phony excuses. Make them understand that you want real "off-road" desert race courses, not dangerous powerline road races. Write today and write often.

When you send your letters, also send copies either to Bob Hayes or to Louis McKey. (Just so they don't get lost in the shuffle.) Besides letters, it is also going to take money. Send the Duck whatever you can afford. To get these permits issued, with acceptable courses, could take a legal battle and that will cost money.

Please, don't quit now. If you are willing to work very hard now, you will win. And won't that be great?

THUMPER FREAK
Downey, CA

NEXT WEEK

The 70s: The way they were

Guest Editorial

"750 versus 500" — an idea whose time is gone

Breathes there a biker in the USA who does not think he or she could tell the AMA how to do a better job? I've been watching the talk about flat track rules in *Cycle News* and hearing it from the racers, manufacturers and promoters. The urge is to handicap the 750cc Harleys so that 500cc models of other brands can give the Harleys competition.

This is where I came in. Way back in the 1950s, it was Harley-Davidson 750cc sidevalves versus BSA, Triumph, Velocette, etc. 500cc overheads. Everybody knew it was unfair, but this David vs. Goliath feature gave spice to the occasional victories of the little 500s.

Sidevalves were the restrictor washers of their day. H-D didn't mind. For a long time they controlled AMA racing rules and simply voted out truly competitive 500cc innovations such as overhead cams and special frames. In 1965, H-D abdicated total control of AMA, and in the fulness of time, our current 750cc "Class C" racing formula evolved. Again, H-D was there, firstest with the mostest. To be competitive in U.S. professional dirt

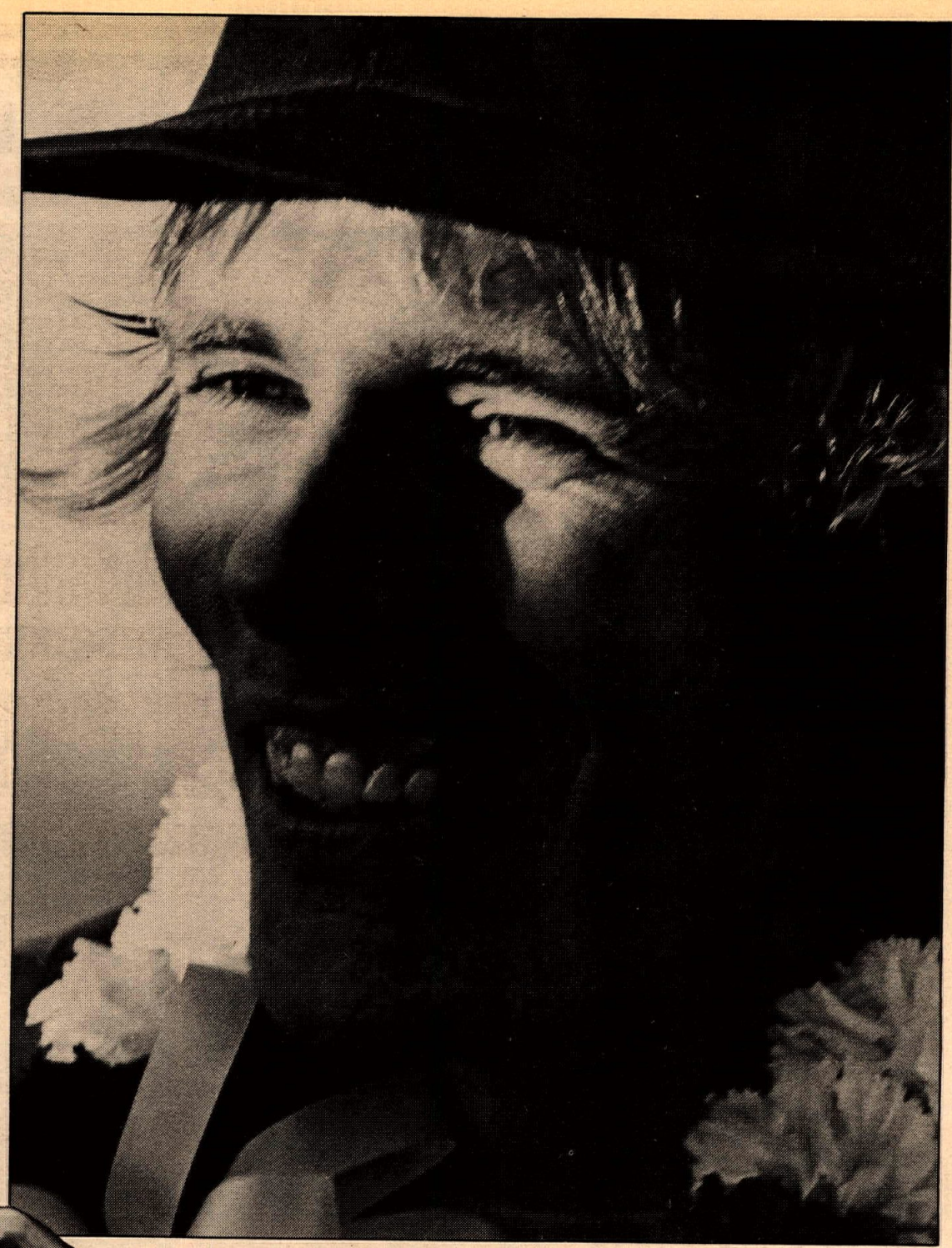
(Continued to page 17)

It was Suzuki's Kent Howerton versus twenty-four of the world's best motorcyclists. The battle of "The Superbikers."

The Carlsbad Raceway course was a combination of pavement, flat track and motocross terrain. No one rider had an advantage.

Kent got off to an 8th-place start but quickly began gunning down his competition one by one, until he had the lead.

When the checkered flag fell, Kent proved that he's the superstar of "The Superbikers."



SUZUKI

SUZUKI 1980. PERFORMANCE THAT REALLY COUNTS.

RHINESTONE COWBOY GUNS DOWN THE BEST.

Bernie Schreiber continued his winning ways at the ATA's El Trial de Espana, taking the victory by 19 points.

ATA El Trial de Espana

Schreiber shows 'em how

By Dale Brown

ORANGE, CA, DEC. 9

In a battle of World and National Champions, World Trials Champ Bernie Schreiber bested U.S. Trials Champ Marland Whaley, 53-72, in the American Trials Association's 10th annual El Trial de Espana.

Finishing third, and posting the lowest score of the day in the afternoon Expert exhibition sections, was Curt Comer, who recently returned to the U.S. after staying and riding in England for several months.

The El Trial de Espana, originated in 1970 by Fred Belair, is a fund-raising event. Monies raised from the event and its accompanying raffle are used to send the top two non-factory-supported ATA riders to European competition. This year the top two are '79 ATA Champ Andre Plouffe and Scott Head.

The trial began in the morning with a two-loop trial where all classes competed. The loop covered much of Saddleback Park, and there were 25 sections total, though no group rode every section.

Bultaco-mounted Schreiber pulled out to an early lead after the first loop, dabbing for a total of eight points while Montesa's Whaley dropped 20.

Many of the sections were typical of the Saddleback terrain, utilizing gullies and slippery hillsides. Section five, ridden by all classes except the sidecars, was an example. All classes used the same entrance and rode a sharp off-camber hillside to an uphill left hander. From that point, Beginners rode straight across the hill to the exit, while Novices and Seniors had to make a somewhat tricky left-hand detour along the way. After the initial left hander, Amateurs and Experts were faced with a right turn and a blast up a steep knoll. Here again, the paths separated. Amateurs went left and down a steep, tractionless downhill to the exit. Experts were faced with a climb to another ridge, a U-turn and a ride straight down the aforementioned tractionless downhill. Usually it was a case of slide down the hill with the wheels locked, hit the lip at the base, straighten up as if being ejected from a toaster, and ride to the exit. Most of the Experts cleaned this section with little trouble.

After the first loop it became apparent that things were running late. With the Expert exhibition, the raffle drawing and the trophy presentation left to go, the decision was made to stop the second loop after the 12th section.

On the shortened loop, Schreiber dropped just four, and Whaley got tagged for six. Comer, who'd had a sluggish first loop and dropped 33, was not happy that the second loop was closed early. He had five points up to the 12th section, and was hoping to make up a little more on the leaders.

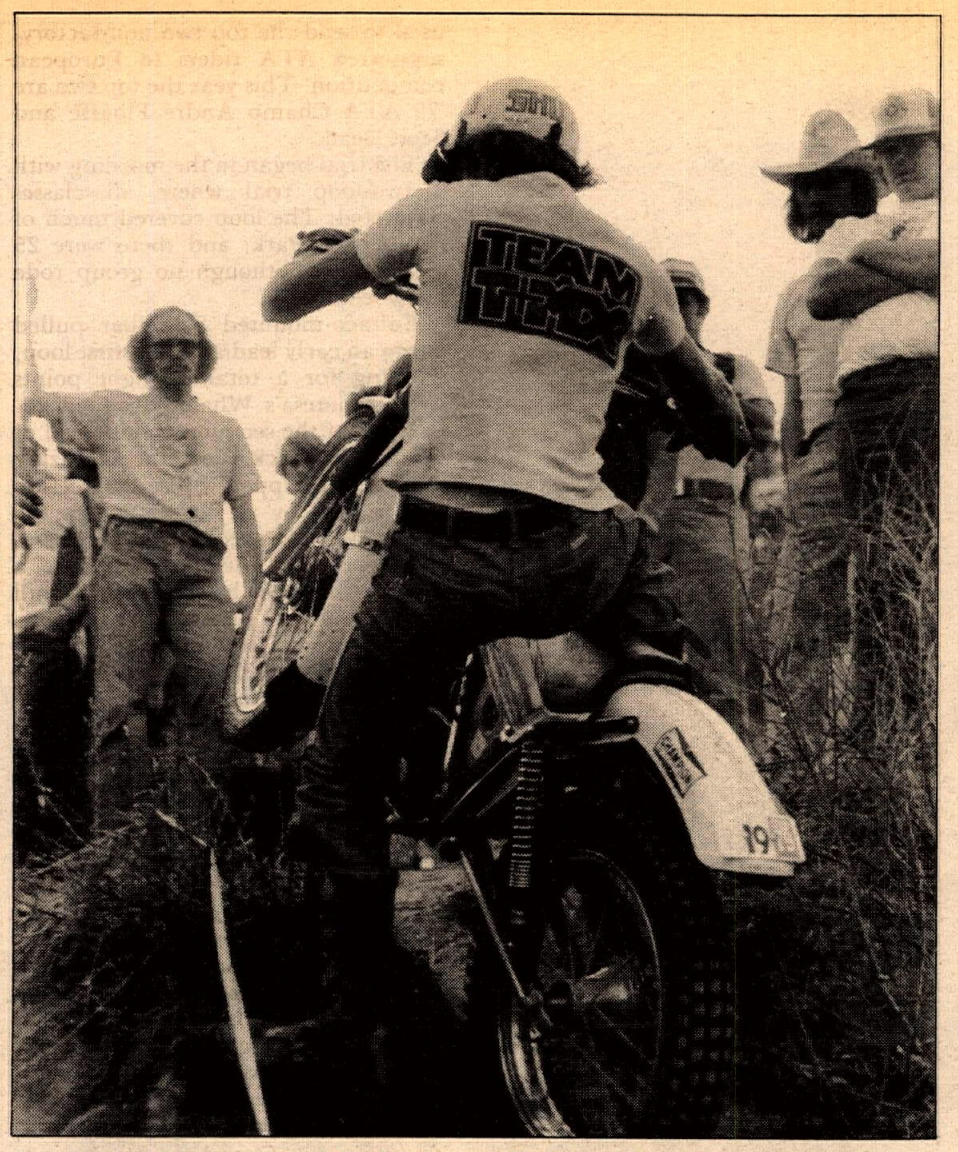
There were five sections in the Expert exhibition, each to be ridden three times. Laid out very close to each other in a deep gully, they were spectacular. Section one had such a steep entrance — preceded by deep sand, no less — that riders were backing up 200 feet and charging into the section as though it were the Widowmaker Hillclimb. After they crested the top, it was to the right, then back down the hill a little ways, then a charge across the sand to an off-camber right with a log in the middle of the turn. A steep, narrow gully followed and proved to be the demise of most efforts.

Section two started off by going straight down for nine feet, then making an immediate right hander. A slippery climb followed that, and if the rider survived, he got a chance to attempt an off-camber uphill right turn on a sandstone surface that provided approximately 4% more traction than glare ice.

The third section was all uphill, starting with a turn into a tricky hump, then going up a narrow gully, with an uphill hook to the exit. Though 99.99% of the world's motorcyclists would never attempt to ride up such terrain, it was somehow reassuring to know that, occasionally, even World and National Champs have to paddle furiously to keep going.

The last two sections of the loop ran nose to tail in another gully, as the markers forced riders up one side and down another.

When the totals for the exhibition were added, Comer and his Montesa



(Above) Curt Comer placed second on the day; had the lowest exhibition score. (Below) Fourth-place Scott Head is chased downhill by his bike.

(Above) Marland Whaley, shown here in the morning's trial, took second. (Below) Jeff Fish competed on the new Beamish Suzuki.

came out on top with 39 points. Schreiber was just two dabs behind, while Whaley scored 46. That settled the top three overall positions, with Schreiber's total of 53 winning over Whaley's 72 and Comer's 77. Fourth went to Scott Head (Bul) with 97 points, and Andre Plouffe (Bul) took fifth with 98.

Mark Eggar, whose score up to the point had him headed for a top five placing, dropped out midway through the exhibition with a broken woodruff key.

In Amateur action, Mark Oldar and Reed Evans tied at 37. Oldar took the victory with 14 cleans over Evans' seven. Rick McCabe was third.

Gil Smith and Art Webster also deadlocked in the Senior A class. Smith was listed first, although they appeared to have just about identical scores.

Wayne Mallard won the Novice class by two points over Brad Nelson while Louis Gleason took the Senior B victory over Dean Hambrick.

New to the El Trial de Espana was a Sidecar class, where the victory went to the Hammid/Jacoby team and second was taken by the Footitt/Moorefield duo.

Wayne Scott topped the Beginner class by a two-point margin over Gary Fortney. Paul Schrater and David Moon scored wins in the Kids B and Enduro classes, respectively.

Len Weed received a trophy suitably-sized for pouring shots of liquor as a result of his win in the Press/Industry class. If anyone else had entered, they'd have gotten second place with little trouble. ●

Results

EX: 1. Bernie Schreiber 53 (Bul); 2. Marland Whaley 72 (Mon); 3. Curt Comer 77 (Mon); 4. Scott Head 97 (Bul); 5. Andre Plouffe 98 (Bul); 6. Bill Burgener 102 (Bul); 7. Matt Pritchard 105 (Bul); 8. Dan Suffin 106 (Bul); 9. Oli Thordarson 107 (Mon); 10. Bruce Davis 122.

AM: 1. Mark Oldar; 2. Reed Evans; 3. Rick McCabe.

NOV: 1. Wayne Mallard; 2. Brad Nelson; 3. Bob Watson.

BEG: 1. Wayne Scott; 2. Gary Fortney; 3. James Ottele.

SR A: 1. Gil Smith; 2. Art Webster; 3. Harold Rich.

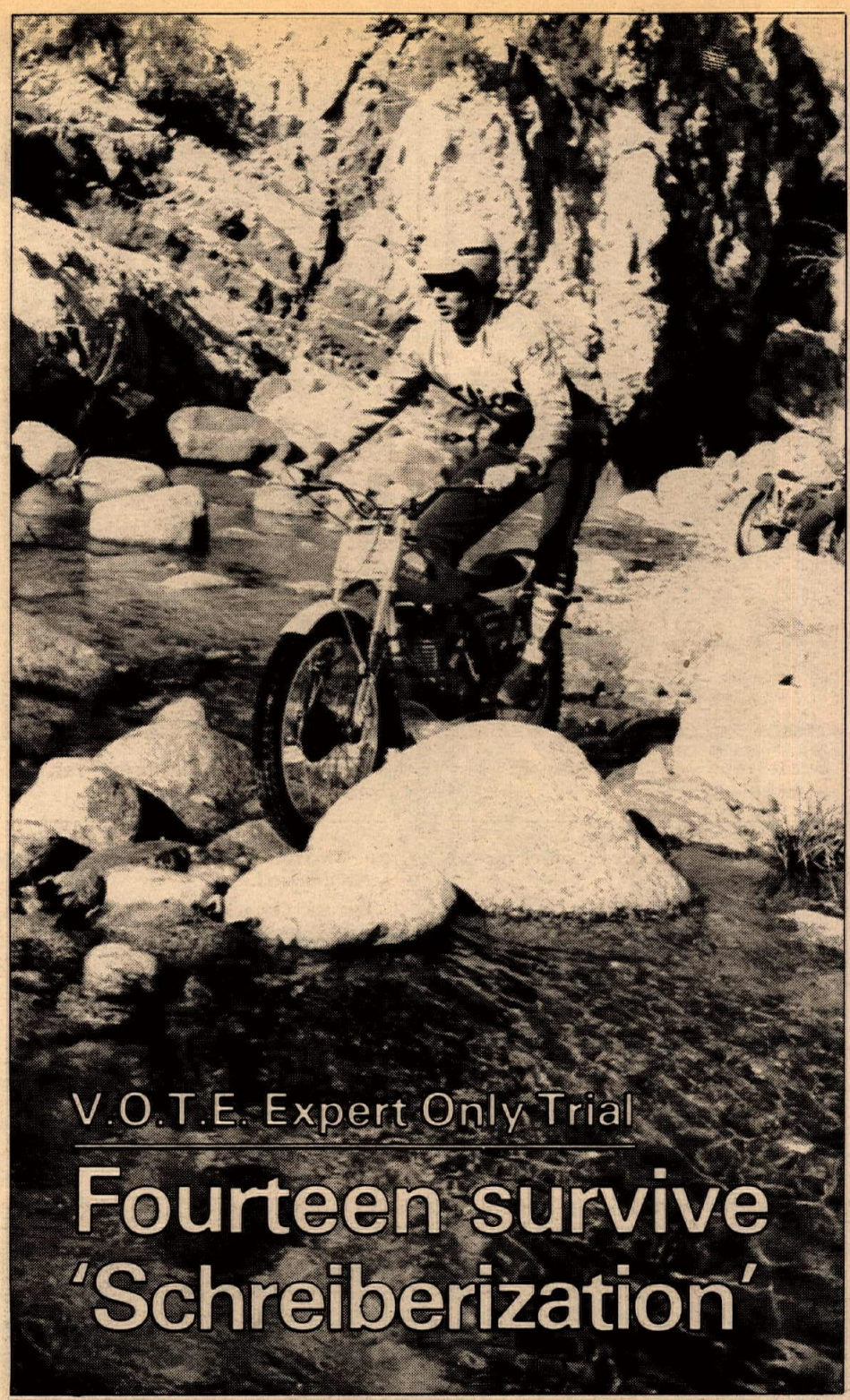
SR B: 1. Louis Gleason; 2. Dean Hambrick; 3. Bob Soltys.

KIDS B: 1. Paul Schrater.

ENDURO: 1. David Moon.

PRESS: 1. Len Weed.

SIDECAR: 1. Hammid/Jacoby; 2. Footitt/Moorefield; 3. Bernard/Schatter.



V.O.T.E. Expert Only Trial

Fourteen survive 'Schreiberization'

Bernie Schreiber laid out the Expert Only Trial, rode it and won it.

New ATA Champ Andre Plouffe took a second at Littlerock.

By Cosgrove Gilmore
Photos by Len Weed

LITTLEROCK, CA, DEC. 8

Trialmaster Bernie Schreiber mastered his own Expert Only Trial — and then some. He beat brand new SoCal Number One Andre Plouffe by 45 markers. The Expert Only was born last

year after the future world champion returned home from Europe. He asked his club, Valley Observed Trials Enthusiasts, to apply for a spot on the 1979 ATA calendar. By selecting the sections himself he felt he could give the local line-followers a feel of overseas competition.

The trial was originally scheduled for October 15, but the Forest Service bumped that date because of fire hazard fears. So V.O.T.E. rescheduled for the day before the 10th annual El Trial de Espana. While entries for the first EOT were low, those who competed expressed enthusiasm for the effort and the section philosophy behind it. Perhaps in future years the year-end doubleheader will lure an increasing number of out-of-area section hounds to southern California.

V.O.T.E.'s last ATA trial, the Trick or Treat, nicked winner Schreiber for 96 points in 39 sections as Expert riders recorded just 19 cleans. Bernie's score at his own trial dropped to 67.5 points for 48 rides.

Runner-up Andre Plouffe was making his first start since learning he would carry the American Trials Association's Number One plate during 1980. Another V.O.T.E. rider, Scott Head, needed to finish no higher than seventh to clinch the Number Two plate behind Andre. But Scott, ranked eighth in the nation this year, watched his runnerup ranking ooze out of his grasp as easily as the oil flowed out of his rock-damaged engine. However, the day wasn't a total loss for Head. He retained third spot on the ATA points table, behind Marland Whaley, to clinch a trip overseas with Plouffe from El Trial de Espana funds.

Trialmaster Schreiber's goal was to de-emphasize the "tricky five" or "easy/impossible" section philosphy that is part of many American trials. As a result, many of his sections were intentionally much wider than those usually seen in SoCal footing tests. The plan was simple — eliminate "little pin" turns. Use the natural terrain rather than forcing one line. Sometimes the real challenge overseas is the pre-ride detective work selecting from several possible lines. Another European touch was the section ribboning. The ribboning also deactivated SoCal's "imaginary line" rule between section stakes.

The Experts rode the 16-section loop three times. The six most demanding sections were deleted from the Support class riders' score cards. Wellie wearers again had the advantage as nine of the 16 sections were wet.

The trial drew just 10 Expert starters and six Support entrants. Only seven SoCal Experts appeared. Oli Thordarson, Bruce Davis and ATA president-elect Matt Pritchard joined V.O.T.E.'s four Expert entrants. Rounding out the dance card were Dan Suffin (Northern California) and Colorado riders Curt Comer and Bill Burgener. The Support class showed entrants from Colorado, Arizona and northern California.

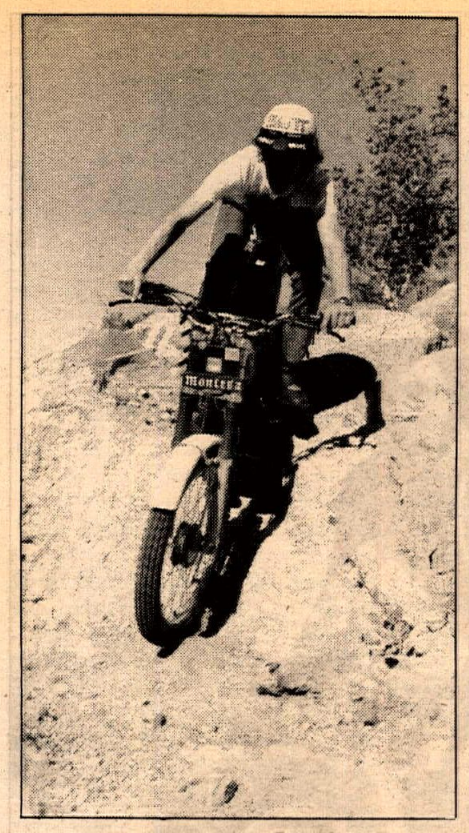
Curt Comer, fourth in the nation in 1978, had second place locked up until he ran out of inner tubes. Despite fiving four consecutive sections on the second loop while riding with a flat, he still turned in a card within nine points of Schreiber. But another flat on the final lap left him irrevocably deflated — a DNF. Curt has only been back in the country for a few months now after spending a half year in England competing. If he doesn't return to Britain next year he could well be the darkhorse favorite for the national championship.

Bill Burgener, twice Colorado state champion, had an off day as did statemate Pete Rudnick in the Support class. Along for the thousand mile journey were Comer's dad — Curt, Sr., a national senior rider — and Mr. Ute Cup, Bill Brokaw. Bill, a former SoCal champion, has been Colorado's top trials organizer for the past decade.

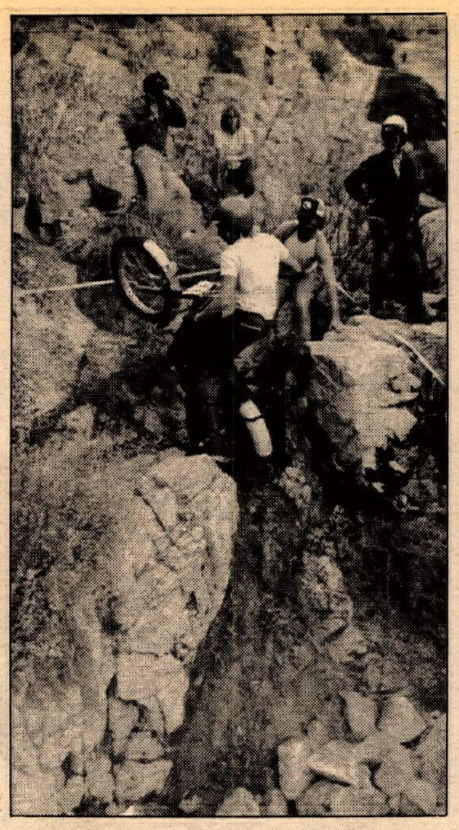
Another viewer was Honda's Enduro Coordinator, Bob Nickelsen. Bob, a two time National Senior trials champion, sat out the '79 campaign to go clockwatching weekends.

Arizona was represented by Babe Sarver. The Babe didn't hit any home runs but did make a hit with the eyeballers. He was riding a brand new SWM trials mount. And one of Babe's C.A.T. clubmates brought along his Honda trials-hack to spectate. That gentleman sports what has to be one of the world's great names for feet-up fanciers — Roger Footitt.

The northern Calfiornia delegation included Dan "I just love to come down here and get really knackered" Suffin. He grabbed fourth place.

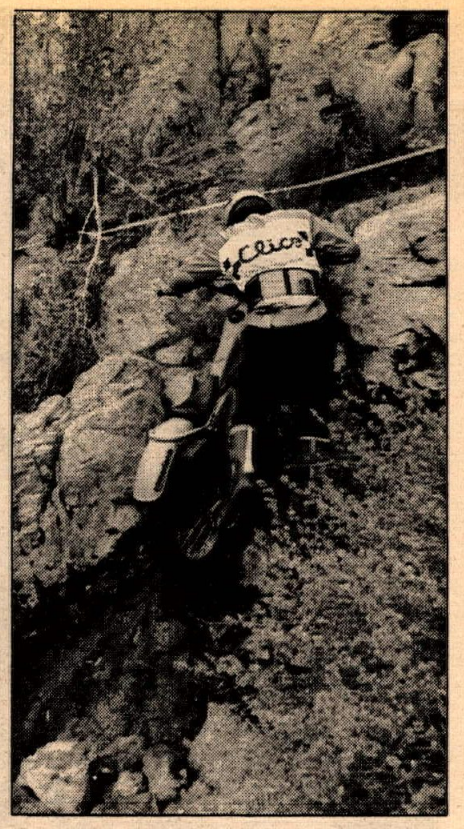


Curt Comer was heading for second until a DNF.



Oli Thordarson does a full-floating turn in section 16.

Scott Head works his way up a cliff.



Even Trialmaster Schreiber ran into trouble.

Sponsor Bob Miller also came down from his San Luis Obispo shop and was doubly rewarded as another of his teamsters, Keith McLaughlin, topped the Support class.

Script writers and sadists generally leave the best for last. So did V.O.T.E. — section 16. A second gear run up a gully leading to a blunt, vertical rock wall lubricated by a muddy trickle, immediately followed by a full lock left turn. Schreiber, who fived it on his first attempt, managed the day's only clean. The section gave Oli Thordarson a flutter or two. Oli made the ascent okay, but his floating turn to the left just kept floating around toward the twilight zone. Luckily, he spear-axed his front end into a rock for a sudden stop. That negated wheelieing off a six-foot embankment.

A look at the clean log reflects the philosophical section tidying-up since the last rock bash six weeks earlier. This time, the number of cleans climbed to 41, with Schreiber netting 18 of the perfect scores. Comer posted eight.

Feedback from the visiting national riders proved favorable and V.O.T.E. will use this in planning their first National, scheduled at Littlerock for May 26 next year.

It was the kind of day where the checkers outnumbered the contestants. But it was the kind of day, also, that every rider felt was well worth the trip. Perhaps the ribbon handed out to the 14 finishers summed up the day best: I survived being Schreiberized.

As the "knackered out" Dan Suffin says: "If you don't go out and find out what you can't do, how are you ever going to be able to do it?" ●

Results

EX: 1. Bernie Schreiber 67.5 (Bul); 2. Andre Plouffe 125.2 (Bul); 3. Oli Thordarson 152.8 (Mon); 4. Dan Suffin 154.0 (Bul); 5. Bruce Davis (154.4); 6. Mike Bernbaum 156.3 (Bul); 7. Matt Pritchard 158.8 (Bul); 8. Bill Burgener (178.5).

SUPPORT: 1. Keith McLaughlin (37); 2. Jay Peake (44); 3. Babe Sarver (56); 4. Mark Oldar (59); 5. Harold Rich (62); 6. Pete Rudnick (63).

Winning two motos in front of the TV cameras brought a grin to the face of Sue Fish.

U.S. Women's Invitational MX

Fish fries the competition

By Dale Brown
Photos by Mark Kariya and Brown

CARLSBAD, CA, DEC. 2

Recovered from injuries that kept her out of racing for over a year, Sue Fish stormed her Yamaha/Malcolm Smith/Crown Cycle-sponsored YZ 125 to win both motos of the Expert class in the U.S. Women's Invitational MX at Carlsbad Raceway.

Finishing second after two 25-minutes-plus-one-lap motos was 15-year-old Suzuki pilot Lisa Akins from Niles, MI, with a 4-2 tally. Women's National MX Champ Dede Cates looked like she might pull off the overall win after finishing second in the first moto and racing to a strong early lead in the second moto. But a pair of crashes midway through the second moto dropped her to fifth, and she finished third overall.

The first moto started with Cates pushing her Suzuki/R&D Racing engines-sponsored RM 125T to the holeshot. Fish was hot on Cates' rear fender as they exited the first turn. Kimi Douglass and Charlene Higgins held third and fourth as they set off to complete the first lap.

At the end of one lap Cates was still in the lead with Fish about 15 feet back. Kawasaki-mounted Barbara Spielman had taken over third, and was followed by Douglass, Dorene Payne, Michigan's Peggy Hall, Cindy Dumo, Texas' Kathy Holman and Higgens.

The following lap saw Cates and Fish pull out some distance on Spielman, who in turn had a good margin over Payne. Douglass had slowed noticeably with some sort of problem.

Working her way up to fifth was Lisa Akins after a fall in the early going.

Four laps into the race, Cates and Fish were still fighting hard for the lead. Finally, going through the first half of the course, Sue took the lead. "I just waited for the right time," she said later. "I didn't want to take her out, and I didn't want to crash."

Fish led the remainder of the race, pulling out to an 11-second lead over Cates. Cates, meanwhile, had little to worry about in her second place position, since she was 55 seconds in front of Spielman.

Akins, a Team Dynamic rider who also gets help from RPM and Hi-Point, had taken fourth from Payne, who was riding a Moto-X Fox Kawasaki. Rhe Helms (Yam) took sixth in front of Kathy Holman (Yam), Cindy Dumo (Kaw) and Mercedes Gonzalez (Suz). April Dunlap rounded out the top 10.

Dede Cates again took the lead as the pack hit the first turn. Shadowing her this time was Kathy Holman, with Lisa Akins, Barbara Spielman and Sue Fish in her wake. Trying to get to the front, Fish had her troubles on the first lap: "I went down at the bottom of the downhill and kinda got stuck under the bike."

Still, Fish recovered and was running sixth at the end of the first lap, behind Cates, Akins, Holman, Spielman and Douglass.

At the completion of two laps, the top 10 order read: Cates, Akins, Spielman, Fish, Holman, Dorene Payne, Cindy Dumo, Tracy Evans, and Jan Murray.

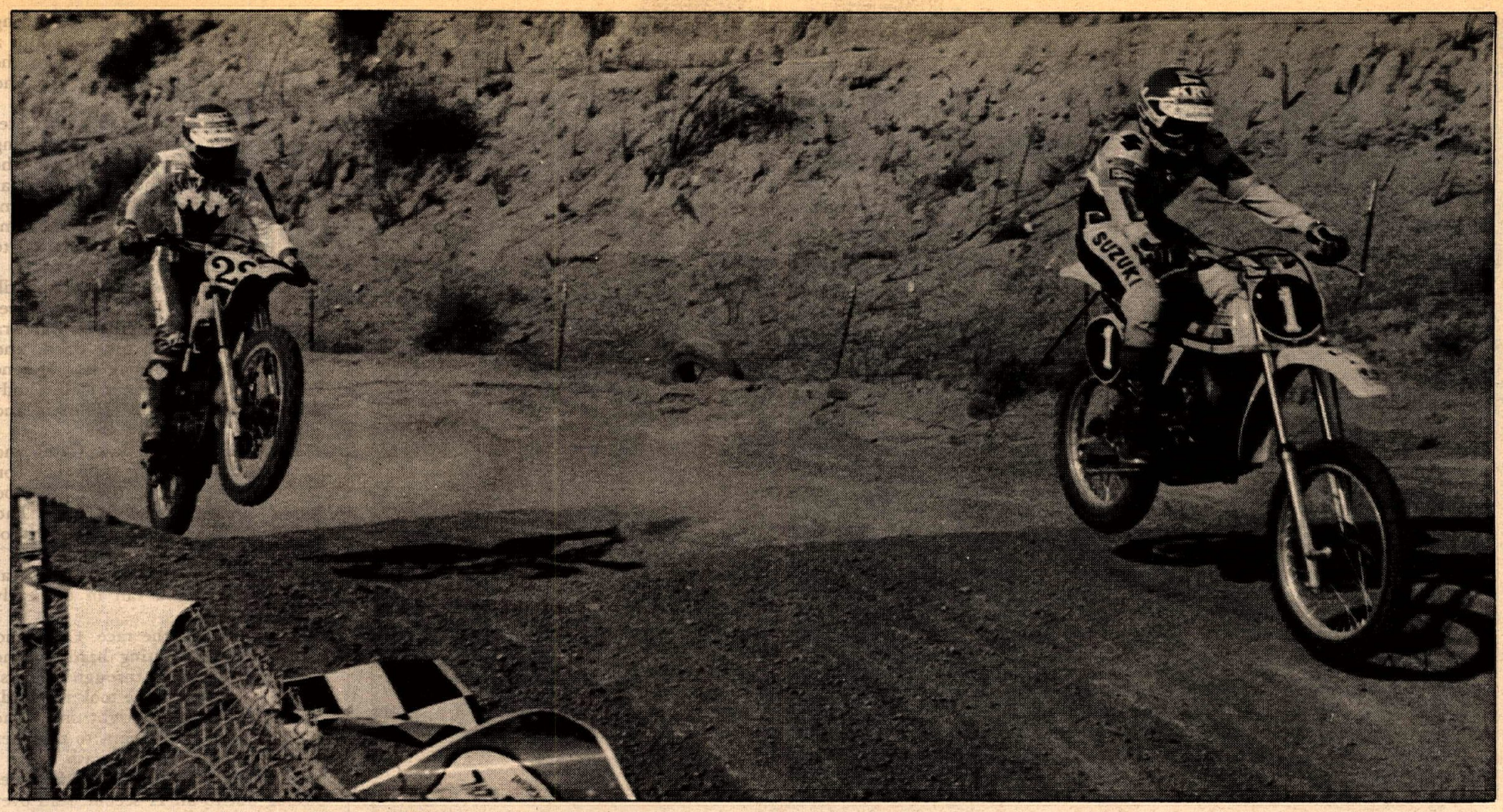
Coming by to start the fourth lap, Spielman had slowed drastically and would drop out shortly afterward, in pain. Later, before going to the hospital for a check, she said, "I hurt my back. The bike hopped up and hit me just right."

When Spielman slowed, Fish picked up third and started after Akins, passing her a lap later. Meanwhile, Cates had pulled out to a strong lead.

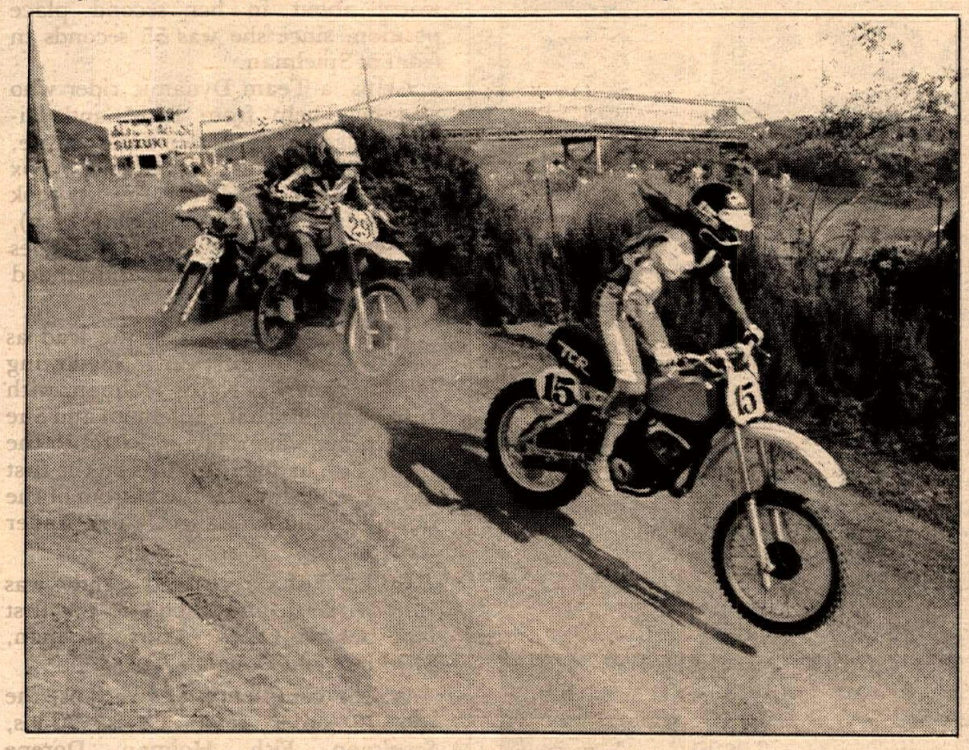
Fish appeared to be gaining on Cates, but whether there was enough time left to catch the leader was unknown. Suddenly, it was a moot question — Cates tangled with a lapped rider and went down in the turn before the finish line. "I came up to her in the corner," said Cates later, "and she just stopped!"

The fall relegated Dede to third behind Fish and Akins. Half a lap later, though, Cates tumbled at the top of the ledge, dropping three more places while she fought to restart her bike.

Fish rode smoothly — though she admitted later that she was getting



Early in the first moto, Women's National MX Champ Dede Cates holds a slim lead over Sue Fish.



Kathy Holman, fourth overall, leads Lisa Akins (29) and Fish.

tired — and took the moto win 25 seconds in front of Akins.

Finishing third was Holman, followed by Rhe Helms. Cates took the flag in fifth, pursued by Cindy Dumo, April Dunlap, Mercedes Gonzalez, Jan Murray, and Kay Attwood from Canada. Dorene Payne had been running third after Cates' crash, but dropped out late in the race.

Fish took the largest chunk of the $500 purse donated by Dunlap Roofing Co. Taking fourth overall behind Akins and Cates was Holman. Fifth through 10th in the overall order was Helms, Dumo, Dunlap, Gonzalez, Payne and Attwood.

Lynda Ledlow took the overall win in the Amateur class with a 2-3 score. Moto winners Debbie Jamerson and Dena Decker both had problems in the motos they didn't win. Debi Irby (6-2) took second over Susan Brennan (4-4).

Karen Leitinger took first in the first Novice moto, then backed it up with a second in the second moto for the overall win. Second moto winner Elizabeth Hollenshead took a fourth the first time around to garner second overall. Mimi Selly posted a 2-3 effort for third overall.

Dede Cates' brother Dean won the Pit Tootsie race with little trouble.

The Expert class was filmed by ABC's *Wide World of Sports*, and preliminary plans call for the race to be aired in March or April of 1980.

Working with little advance notice, promoter Vicki Miller Haag and AMA referee Butch Lee pulled off a smooth-running event. ●

Results

EXPERT: 1. Sue Fish 1-1 (Yam); 2. Lisa Akins 4-2 (Suz); 3. Dede Cates 2-5 (Suz); 4. Kathy Holman 7-3 (Yam); 5. Rhe Helms 6-4 (Yam); 6. Cindy Dumo 8-6 (Kaw); 7. April Dunla 10-7; 8. Mercedes Gonzalez 9-8 (Yam); 9. Dorene Payne 5-13 (Kaw); 10. Kay Attwood 11-10 (Suz); 11. Jan Murray DNF-9; 12. Joyce Lancor 16-12; 13. Jennie Miles 14-16; 14. Charlene Higgens 12-18; 15. Pauline Pitt 17-17.

AMATEUR: 1. Lynda Ledlow; 2. Debi Irby; 3. Susan Brennan; 4. Evelyn Hodges; 5. Debbie Jamerson; 6. Dena Decker; 7. Myriam Kubat; 8. Sherry Lowery; 9. Denise De Vines; 10. Tandy Jenkins; 11. Maria Gonzalez.

NOVICE: 1. Karen Leitinger; 2. Elizabeth Hollenshead; 3. Mimi Selly; 4. Diana Tweedy; 5. NOna Richardson; 6. Marci Michalee; 7. Candee Haag; 8. Kathy Anglin; 9. Cindy Monohan; 10. Debbie Whitt; 11. Jamie Gassert; 12. Crystal Calderon; 13. Rockita Ellingson.

PIT TOOTSIE: 1. Dean Cates; 2. Kevin Graves.

(Above) Runner-up Lisa Akins. (Below left) Debbie Jamerson and Dena Decker each won an Amateur moto, but Lynda Ledlow (right) won overall.

First Test!

Handling is completely changed on the Mega-Form Maico. The former front-end handler now is neutral with excellent tracking at both wheels.

The Mega-Form sits lower despite increas

All-new Mega-Form 4

By Jim Gianatsis
Photos by Terry Whytal and Gianatsis

Never before in the history of Maico motocross machinery has a new model been so radically changed. Sure, there was the new compact engine design a few years back and the ever continuous evolution of the suspension which all motocross bikes have seen. But throughout it all, the Maico remained a Maico; a roughly-hewn Tutonic warrior with more than its share of idiosyncrasies, torquey powerbands and a unique tendency towards front-end handling.

Most of that is now past. With the new 1980 Mega-Form models, the changes are so radical that a Maico almost isn't a Maico any longer. The chassis and the suspension are changed so much that about the only parts left interchangeable with last year's models are the swingarm and the footpegs. But even that doesn't mean much since the new Maicos no longer handle like old Maicos. Fifteen years of tradition finally have been pitched off the track, so to speak.

Maicos are no longer front-end handlers. The front wheel tracking its way perfectly like on rails across and through the worst terrain, never wanting to do anything exciting like paw the air, while the back-end of the bike skips and bounces along behind trying to keep up.

The new Maicos are now neutral handlers. The front end still leads the way, but now the rear end behaves itself to track along perfectly, behind, sharing chores with the front-end on a nearly 50/50 basis. The result is a bike that can work on the back-end when you want it to, or on the front-end. But the majority of the time on motocross terrain is spent with both ends of the bike working together to get you around the track faster than ever before.

The result is a new type of Maico which old Maico pilots can go a lot quicker on. And for riders of other brands, the change to a Maico is no longer a traumatic love or hate relationship. I would describe the new Maico's handling personality as being very similar to that of a works OW Yamaha. Or for those of you who haven't ridden any works OWs lately, then somewhat similar to its much more distant cousins the 250cc/Open class production YZ Yamahas. It is still much too early to make any overall value judgements yet, but the new Maico might just turn out to be the best production mount a privateer can race this coming year.

I tested the 440cc Maico, but the new Mega-Form chassis and suspension is shared with the 400cc and 250cc models. The frame itself is totally new, featuring a torque-box backbone structure running from the steering head to the airbox. Chassis strength goes way up over the conventional tube backbone of yesteryear without any increase in weight. The engine department cradle is much more compact as well, helping to add to overall frame rigidity and lessen the transmission of engine vibration. And since the engine moves around less in the frame, smaller head stay brackets can be used without the fear of breakage.

It's the changes to the rear frame structure which account for the handling personality. The 15.1 inch length Corte Cosso deCarbon reservoir shocks have their top mounts lowered and positioned forward on the frame. This increases the leverage ratio of the rear suspension which makes the rear end more responsive. It also increases rear wheel travel from 280mm to 305-310mm (12.2 in.).

Rocking couple or weight transfer between the front and rear of the bike becomes much more pronounced. The lowered upper shock mount and redesigned frame also allows the seat to be positioned lower and further forward. The rider now feels like he is sitting in the middle of the bike rather than back and on top of it. The suspension works with the rider as he pivots in the middle of it, making him feel like part of the bike which is now much easier to control. The lower seat height also lets you flat foot the ground on either side of the bike despite the increase in travel.

Other part of the chassis abound with new and well thought out changes. The rear fender is attached to a hidden frame loop which also supports the saddle. The saddle slides backwards off the frame with the loosening of two mounting bolts. Then, with the saddle off, the new plastic gas tank slides off the bike without having to play with any bolts at all.

Under the seat is a new large airbox with water drain and a quick removal foam filter held in place by a wire clip similar to the system on Husqvarnas. The footpegs are positioned further back on the lower frame rails to help increase rear weight proportion for more balanced handling, as well as now allowing removal of the engine's clutch cover without having to unbolt the left footpeg. This allows easier removal of the engine from the frame as well, also aided by a quick disconnect exhaust system. Leverage is increased on the rear brake pedal to allow more stopping power, certainly something to take advantage of now that the Maico's rear wheel tracking manners are improved.

To match the new rear suspension is an all-new Maico front fork assembly. Huge 42mm fork tubes, 3.5mm wall thickness, are supported by air/springs to provide 310mm (12.2 in.) of travel. With the top-out springs not compressed there's a lot of supporting overlap between the tubes and sliders, some 210mm (8.5 in.).

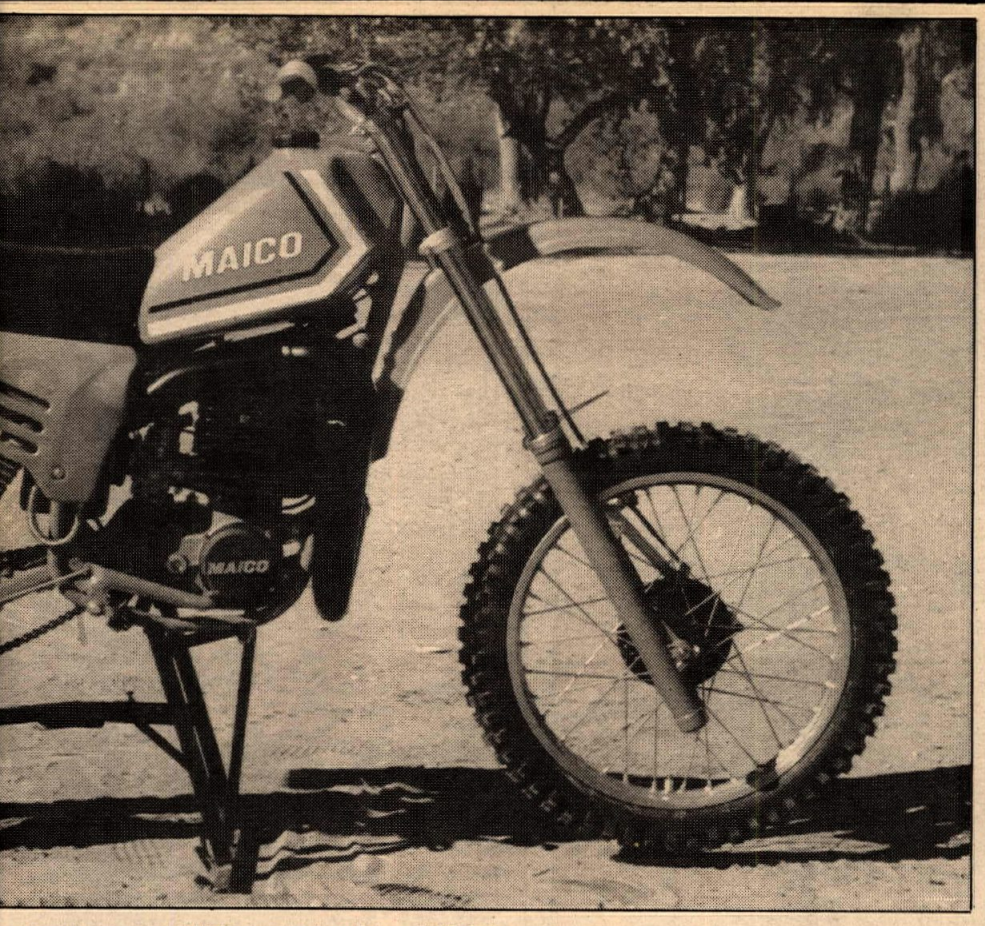
Additional rigidity is gained by twin pinch bolts on each slider leg to clamp the front axle. The sliders are normal aluminum castings now containing single oil seals with brass bushing guides. Triple clamps are heavy-duty aluminum forgings using one large 10mm hex cap bolt per clamp to keep things tight where other brands might use two 8mm bolts for the same amount of clamping power with a little more piece of mind.

These new forks to have less rebound damping then last year to match the increase in travel, while compression damping is increased the last 50mm of fork travel towards bottoming out. Timken tapered steering head roller bearings continued to be used and steering head angle remains 28 degrees.

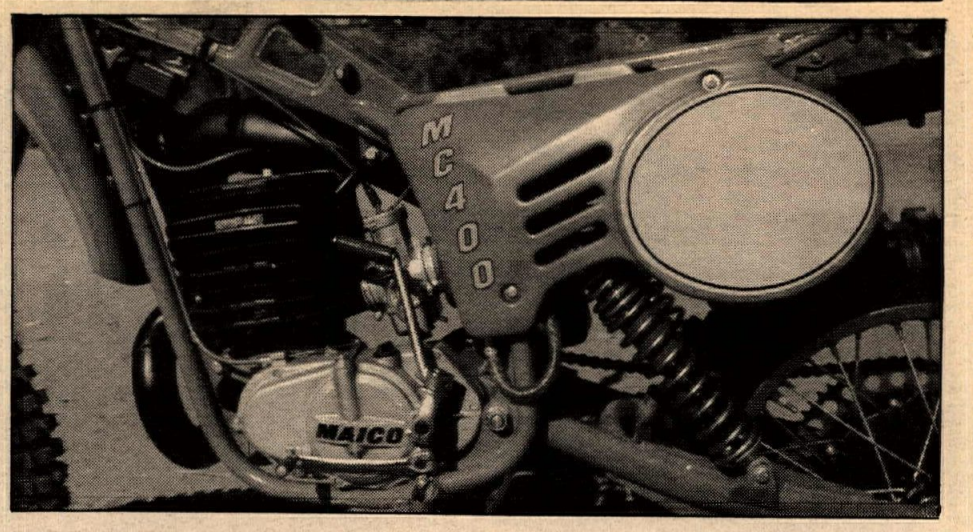
In the engine department, things remain much the same for the 440cc engine as well as the 400cc and 250cc versions. There are some modifications to the transfer porting for all three models though, which Maico claims increases overall torque with a higher peak at lower RPMs. The 440cc engine is rated 50 hp @ 7200 rpm on the engine dynometer, followed by the 400cc with 47 hp @ 7000 rpm and the 250cc with 40 hp @ 8000 rpm.

Crankshafts are now non-nitrated, a claim for reducing vibration, though it is probably just to reduce an unnecessary expense for a hardening process not needed. The most major refinement is a new hook rachet shifting system for more positive shifting which performed faultlessly during our test ride. The shift lever now has a folding tip.

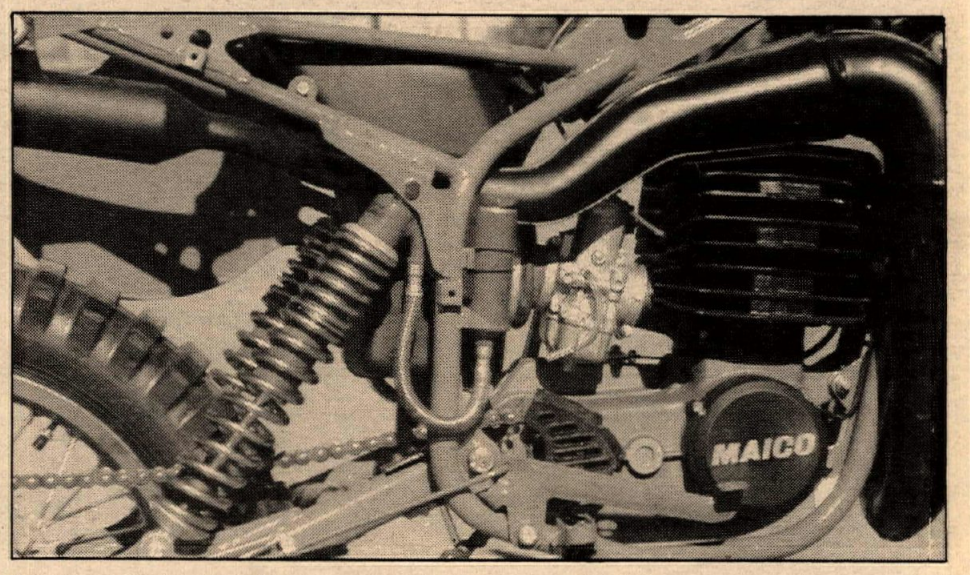
Maico also made claims for a more accurate push pin and spindle in the



wheel travel of 12" at the back and 12.2" up front.



(Above) With fuel tank removed, the new torque-box backbone is revealed. (Below) Corte Cosso shocks, new airbox and a 50 hp 438cc motor.



40 Maico

clutch assembly for easier disengagement, but the Maico clutch lever seemed just as difficult to pull in as ever. Thankfully, once you get the 440cc bike rolling off the starting line you never have to worry about using the clutch again. The 250cc class Maico riders probably won't be as lucky.

When it came to riding the new Maico, as mentioned at the beginning of this article, I found it to be a very neutral and predictable motorcycle. Maico riders have not lost the control and precision of the front end of the bike they have been use to for so many years, though. It is just that now the rear end of the bike has become just as predictable and responsive as the front resulting in a very balanced machine. You can work the front end of the bike when you want... like in a quick pivot to percisely square off a berm or a turn. Or you can work the back end... charging up a gnarly uphill with just the rear wheel doing the steering... or lofting the front end across a bad set of whoops without the rear end getting squirrelly.

The new Maico wants to accelerate and track better thanks to the new rear end geometry. With the throttle dialed on the rear end really squats down and digs in. And because shock input force to the chassis is now lower and further forward than before, there is less rotational torque leverage trying to lift the front end off the ground during acceleration. This means the new Maico can get off the line easier with more throttle and speed, and less fear of looping it. Maicos have always had a problem in the past getting good starts because their powerbands are just too tractable for their own good. Keeping the front end down was difficult. Now the rear end squats down under power, but the chassis stays down too and the front wheel keeps tracking the ground unless you make a conscious effort to sit back and try to bring the front wheel up.

The 440cc motor seemed like the perfect weapon for modern berm warfare. All the torque you could want, right when you need it to pull you up, through, or around any situation. Enough horsepower to scare you if you click it into fifth gear, but not so much that it gets away from you in the lower cogs, either. Matter of fact it was a very easy bike to ride at full throttle and many times I found myself revving it out like a 250cc engine as I bashed by way from one berm to the next, rather than step up a gear and let the torque pull me like I should have.

In fact the entire bike felt so light, responsive and easy control I shouldn't think I would even want to try the smaller 400cc Open class Maico. Helping to add to the responsiveness of the 440cc engine is a new lightened Mahle piston. Just think: Five more of those pistons and you could build yourself a 2.7 litre Porsche Carrera.

The only thing marginal about the new Maicos remain the brakes. They still require two hands and two feet to stop, while Maico only provides one hand lever and one foot lever to get the job done. Some Pro riders modify and install the excellent Yamaha YZ front brake which is smaller, lighter and works better. But I can't help thinking a round Maico brake drum and the right shoe lining material would also get the job done.

So there you have it. One of the best privateer motocross weapons is now even better. But it is now a bike anyone can ride fast despite their riding style and the different types of bikes they learned to ride on. It performs well on any kind of track and in any situation.

You might want to replace the standard Corte Cosso shocks when they wear out with other shocks that are tunable and rebuildable, as well as try to improve the brakes. Other than that the new 440cc Mega-Form Maico can hardly be faulted and will once again be probably the top weapon choice for privateer Pro riders everywhere. ●

Specifications

Suggested list price	$2469
Max. length	2150mm (84.6")
Max. height	1290mm (50.8")
Max. width	850mm (33.5")
Wheelbase	1446mm — 1482mm (56.9-58.3")
Seat height	960mm (37.8")
Ground clearance	360mm (14.2")
Dry weight	102 kg (224 lbs.)
Engine	Air-cooled two stroke with loop scavenging
Bore & stroke	82 x 83mm
Displacement	438cc
Compression ratio	12:1
Carburetor	Bing Type V54/II, 040mm
Horsepower (DIN)	50 @ 7200 rpm
Ignition	Pointless Thyristor — Motoplat
Ignition timing (BTDC)	2.1 + 0.1mm
Spark plug	Champion N2 or N84G, NGK B9ES
Clutch	Multiplate, oil bath clutch with six sintel plates and six steel plates
Primary ratio	39/21 = 1.86
Final drive ratio	56/14 = 4.0
	Optional sprockets 12T, 13T, 15T. Optional rear wheel sprocket 52T.
Transmission	Five-speed
Gear ratios:	
1st gear	2.71 (20.15)
2nd gear	1.97 (14.68)
3rd gear	1.50 (11.17)
4th gear	1.20 (8.94)
5th gear	1.00 (7.43)
	(overall ratios with 56/14 sprockets)
Primary chain	3/8 x 7/32". Duplex chain 52 links. Triplex chain
Drive chain	5/8 x 3/4". 108 links. Including master link
Chassis	Double loop chrome — Moly tubing
Front suspension	Hydraulic telescopic forks with 042mm fork tubes. Aluminum fork sliders, progressive operating dampers, linear wound spring, and compressed air.
Front wheel travel	310mm (12.2")
Rear suspension	Swingarm with needle bearings sealed by 0-rings.
Rear shocks	Pressurized reservoir gas shocks with separating piston in reservoir. Length 385mm (15.15")
Spring	Progressive dual rate spring, two springs.
Rear wheel travel	305mm (12")
Front tire	3.00 x 21 — 4 ply
Rear tire	4.50 x 18 — 4 ply
Tank	Centrifugal molding plastic tank. 9.5 1 (2.5 gal.)
Color	Magnum red (frame, tank, fenders, side panels)

Doug Domokos The Wheelie King

By Gary Van Voorhis

You'd better be damn good to call yourself the king of anything. Doug Domokos is, and that's why he bills himself as The Wheelie King. Pulling the front wheel off the ground and riding that way for any distance is a feat in itself. Domokos did it for 10 miles while lapping the New Orleans Superdome in a record attempt and only stopped when the daily media had to meet deadlines.

Doing wheelies on level ground is no challenge to the 23-year-old. The real fun, he says, is navigating his way around a MX course, preferably with his Kawasaki KX250 in as near a vertical position as possible. (The bike is fitted with a small electric motor which keeps the front wheel rotating, a larger rear sprocket, a trials bike flywheel, and has the carbs mounted at an angle to prevent leaning out when the bike is in a vertical mode.)

So what, you say. Well, anyone who has seen Domokos do his thing riding at a snail's pace while dragging the rear fender or, to liven things up a bit, holding a large American flag and using the rear fender as support for one foot, has come away impressed. The guy is good.

However, what is most impressive is watching him stand a nearly 700 - pound Kawasaki KZ1300 on its rear wheel. Domokos doesn't consider this a stunt. "I would have to say that with a bike that heavy doing a wheelie is rather unpredictable as to where I'm going and how long I can keep it up. If it goes over backwards, I'll be just a spot on the pavement." So, why do it? "Why not, it has two wheels."

If you get the impression that Domokos is a thrill seeker, you're right. However, some people define thrill seeker as just this side of being crazy.

"Bar bets are a pretty good way to make some money," Domokos says. "The most I ever made for eating a glass," he continues with a smile, "was $250. Marty Tripes and Warren Reid each put up $100 and someone else kicked in another $50. As long as you keep your tongue out of the way you shouldn't get cut." Still, that isn't a staple item on most diets.

Like a folk hero whose past is filled with many deeds, anecdotes on things Domokos has done also abound. During the Seattle Supercross weekend at the beginning of the '79 season he was ready to set a high diving record. The object was to become airborne from the third floor of a hotel overlooking Puget Sound and land in the ice cold water below. Getting into the water wasn't a problem, getting out alive was since it was early February. To get up nerve to do the deed and collect a large sum of greenbacks on the line, Domokos filled one of his boots with drinks caged from patrons in the bar and then swallowed the concoction.

Jimmy Weinert talked, pleaded and cajoled with Domokos not to do it. Finally, the pair wrestled and crashed through a plate glass window onto the motel room's balcony. Weinert, after dusting himself off eyed Domokos and then said with a straight face, "Alright, Domokos, you broke the window, you eat the evidence."

Other notable experiences abound like the flaming liqueur episode wherein Domokos singed a good part of his face. The trick was to put flammable liqueur in a shot glass, light it and then - holding the glass away from the mouth - pour it in. "Anyone can do it up close," replied Domokos in response to a question about the incident. "I held it at about arms length, missed my mouth and had a heckuva time putting the flames out. I was tender for a good time afterwards."

First and foremost, Domokos is a performer. Take our cover photo session, for instance.

Having pulled the KZ1300 off the trailer and suited up, Domokos - who doesn't like to do anything unless it's in front of a crowd - proceeded to buzz through the pit area at Road Atlanta getting the feel of the bike. Getting the feel consisted of gassing it to about 60 mph, locking up the brakes and skidding to a stop. Three or four runs like that and Domokos was smiling.

The last run didn't wipe the smile from his face, but it did dim it by about 50%. Zipping past, he again got on the binders hard. However, this time he hit a patch of tarmac where there was just some grit. Tires squeeling and rear end hopping, Domokos skidded toward the inevitable as the distance to the edge of the parking lot shrunk to zero.

Even before the taillight disappeared from view, riders who had been working on their bikes were on the run. Luckily, Georgia's state weed - the Kudzu vine - enveloped Domokos like a net only ten feet down the embankment and stopped his charge. The result: One slightly bruised ego and a broken spark plug cap.

Like he was playing before 20,000 fans, Domokos was up with his hands waving in the air. "Had you scared a bit didn't I," he asked. "Hey, if this vine hadn't been there, I would have just ridden the bike down." Later, the tune was a bit different. "You know," he said, "I could have wrinkled the heck out of myself going off that bank."

Domokos has come a long way from his days of working at Red Bud Cycle in his hometown of Niles, Michigan. He had the ambition to become a pro MX'er at one time, but that dimmed after one year in the pro ranks. "I

think I was a good rider. However, having learned quite a bit about how things work I don't believe that I could have ever gotten anything like a factory contract. Now, if I had lived in southern California and been a hot-shoe at some local track things might have been different."

Strangely, Domokos does not believe that he has good balance. The trick to doing a good wheelie is practice, practice and more practice. "I didn't learn overnight," he says. "I was fascinated from the first time I got on a motorcycle by people who could wheelie. Eventually, I learned how and actually got more of a buzz from people getting turned on by my wheelies than by a little hot dogging on the track.

Some people get their satisfaction from amassing as much money as they can, some from gathering awards and accolades from their peers. For Domokos, the satisfaction comes from his acceptance by the crowd - the feeling that everyone who is watching is pulling for him.

"There are only two people at a Supercross who can appear and immediately get the crowd cheering for them. Bob Hannah is one and I'm the other," he says immodestly. Humbleness is not his strong suit, but then to be a performer you must believe completely in yourself and your ability to do almost anything.

"The crowd makes the show. There are times at an MX when somebody will hold out a drink or just their hand and I go over and take the can or give 'em five and it becomes contagious. Suddenly, the whole crowd is with you. Personal contact means more than anything else in developing a one on one feeling with the crowd. I don't watch the track anymore than I have to, I look at the crowd and keep eye contact.

"My crowd is not the usual race goer. The act appeals to all ages, but the nine to 12-year-olds are really my supporters. I love the kids. One thing that I would like to do is more charity work. You know, get people to pledge sums of money on the distance I could cover. Doing things like that really makes me feel good."

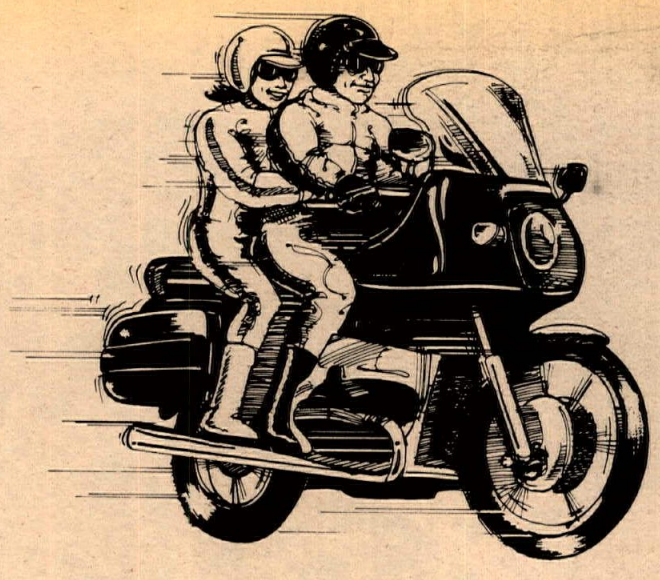
It's been a long and sometimes trying trip for Domokos to get to where he is today. Along the way he lost a very close friend in an accident and some believe it is because of this that Domokos seems to have a dedicated death wish. Others feel he believes he is invincible.

It was just over a year ago that Kawasaki signed him to a contract which he considers his first real break. "I was being interviewed at the 1978 125cc USGP in Ohio and was asked about my sponsors. I said that outside Red Bud Cycle I really didn't have any. Steve Johnson, of Kawasaki, took the ball from there with a little prodding from Jimmy Weinert and pretty soon I was working for them."

Domokos hopes his next big break will be when the movie "On Any Sunday II" in which he is a featured performer hits the theaters in early 1980. "Once people see me on the screen and the things I do, I feel that a whole new world will open up. I want to get into the movies and do stunts, but really only wheelies because I perfected them and that's what I'm known for.

"I'd also like to write a book about my experiences, one that really tells the inside about a lot of things. I'd tell you more about it, but that would be giving things away."

Domokos will probably keep on living life one day at a time, doing what he wants to do, seeking thrills wherever and whenever they pop up and waiting for that one day when all systems are perfect and he wheelies out of sight and over the horizon. Just like in the movies. ●



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Gloves	List	Sale
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C 4000 Super Cold Weather Lo Gauntlet	25.95	20.75
MXL Street & Touring Butter Soft Leather With Liner IIII Brown Black	34.95	27.95
Bates 4970 Winter Gloves, Black, Brown	30.95	27.50
4960 Road Race	30.95	27.50
Fairings		
¼ Cafe Fairing Piranha Gloss Black, Smoke or Clear Screen		89.95
½ Cafe Fairing Gloss Black, Smoke, or Clear Screen		99.95
Vetter Windjammer IV, Black/White	350.00	304.95
Vetter Vindicator II, Black/White	249.00	225.00
[CBX Fairing—Write for Quote]		
Fairings Hardware [Mounting] (Except CX500)	39.95	29.95
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R.C. 4 into 1 Chrome	180.00	163.90
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Kerker 4 into 1 Chrome Specify Make, Model & Year [Black is Available]	185.00	168.35
WC Racing's Pipe Works, RD 350/400 Specify Year	169.00	153.79
Bags		
J & M Wrap Around Saddlebag, Chrome Rails, GL1000x XS1100, K21000, 1300, GS1000	170.00	130.00
WC Travel Trunk W/Rack/Pad/Rails	139.00	100.00
Vetter Saddlebags W/Hardware Specific Model & Year Black/White	309.00	271.00
Vetter Tail Trunk	180.00	160.00
Shoei Saddlebags SB3, White/Black	225.00	190.00
Leather Jackets		
Excelled Leather		
A-22, Bomber Zip-out Liner & Collar, Black or Brown	145.00	120.00
999, Harley Jacket, Black Only	140.00	120.00
1169, Honda Style, Black or Brown, W/Zip-out Liner & Collar	135.00	115.00
Sizes 38-44 46-52 available at additional charge of $25.00 (special order)		
Seats		
Hang 2, A Double Saddle	156.95	130.00
B Single Saddle	120.00	99.00
Cycle Seats C Double Hugger	115.00	92.00
D Single Hugger	92.50	74.00
E Twin Hugger	107.00	86.00
[Specify Model Bike & Year]		
Laguna Seca Cafe Seat, RD 350/400, Fiberglass Cafe Seat Solo 7" Wide 10-3/4 Mid. 28" Long Dual, Same but 6" Longer		
Solo Upholstered		$74.95
Dual Upholstered		79.95
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Kaw ZIR, KZ1000, 900, 4711K	51.95	37.50
Suz GS750, 1000, 850, 550, 44115	59.95	45.00
Yam XS1100, 441141	56.95	42.75
Harley-Triumph, 4411D BSA-Norton	44.50	33.35
Goggles		
Scott Goggles #53	15.95	12.50
#59	17.95	14.50

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Conti Twins 510-16 K112	60.00	48.00
450-17 K112	59.50	47.60
510-18 K112	58.50	46.80
425-18 K112	57.50	46.00
325-19 RB2	46.75	37.40
350-19 RB2	59.50	47.60
Dunlop's 425-18 K81	53.00	42.40
410-19 K81	50.40	40.32
360-19 K81	45.40	36.32
450-17V K100	77.25	61.80
350-19 FII RIB	50.65	40.52
Goodyear's 510-16 A/T	54.90	43.92
325-19 A/T	42.00	33.60
510-17 GTII	70.50	56.40
350-19 GTII	52.00	41.60
425-18 HST	80.50	64.40
375-19 HST	65.75	52.60
IRC 510-18 AW	48.50	38.80
510-17 AW	47.50	38.00
350-19 AW	41.30	33.04
400-18 AW	44.50	35.60
325-19 AW	38.75	31.00
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Bell Helmets Star II	109.95	87.95
Motostar III	104.95	78.75
Magnum II	85.95	64.50
RT	58.95	47.25
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J & M Safety Bar W/Pegs, 1¼ Inch Chrome	41.95	32.95
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GT Mfg. Brand Syn 4 Carb	42.95	35.50
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4043 KZ1000 '78		145.00
4044 XS11, XS11F		145.00
4045 GS1000		145.00
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Vetter Cycle Sound Radio Housing, Large Speakers	69.95	61.95
Cycle Sound, Radio Housing, Small Speakers	59.95	53.95
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Security Chain & Lock Campbell 6 ft. x 3/8" Vinyl Coated Chain	44.50	39.95
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